REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,390.—New Series. BOMBAY:—TUESDAY, OCTOBER 15, 1872. Subscription in Advance { For a Year ..... Rs. 42 / For Six Months... Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year "	" 24
Three Months "	" 14
One Month "	" 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	" 2 8
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Fourth and succeeding insertions	" 0 2½ As.

line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ " "
Third and succeeding	2½ " "

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The 84-m-ship HIMALAYA, 1,341 Tons, 250 H.P., Commander J. Hearman, will be despatched on SATURDAY, the 19th October 1872, at 4 P.M.

Leave BOMBAY	Oct. 1872.	Leave Colombo	Oct. 1872.
" Rutnagherry	20	" Galle	29
" Vingorla	20	" Bombay	Nov.
" Carwar	21	" Nerapatam	1
" Mangalore	22	" Madras	3
" Cannanore	23	" Coconada	5
" Tellicherry	23	" Vizagapatam	6
" Calicut	24	" Bimlipatam	6
" Beypore	24	" Copaulpore	7
" Cochin	25	" False Point	8
" Alleppy	26	Arrive CALCUTTA	10
" Tuticorin	27		

This route is the most expeditious and economical for Passengers for the N.-ilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from England, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship INDIA, 1,010 Tons, 200 H.P., Commander R. L. Turner, will be despatched on FRIDAY, the 25th October, 1872, at noon.

Leave BOMBAY	Oct. 1872. 25	Leave BUSREH	Nov. 1872 13
Arrive Kurrachee	29	Arrive Fao	15
" Gwadur	30	" Bushire	15
" Muscat	Nov 1	" Bahrein	16
" Bunder Abbas	2	" Linga	20
" Linga	3	" Bunder Abbas	22
" Bushire	9	" Muscat	24
" Gwadur	26	" Gwadur	26
" Fao	9	" Kurrachee	28
" BUSREH	10	" BOMBAY	Dec. 2

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

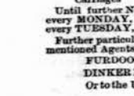
THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY, commencing from the 27th September 1872.

The Steam-ship PUNJAUB, 1,030 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 18th October 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BROACH AND GOGO FERRY.



STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies between BROACH and GOGO.

FARES FROM BROACH TO GOGO.

First Class	...	...	...	...	Rs. 5 0
Second Class	...	...	...	...	" 3 8
Third Class	...	...	...	...	" 1 8
Horses	...	...	...	...	" 4 0
Carriages	...	...	...	...	" 4 0

Until further Notice, the Steam Ferry Boat will leave Gogo every MONDAY, WEDNESDAY, and FRIDAY, and Broach every TUESDAY, THURSDAY and SATURDAY.

Further particulars can be learnt on application to the Under mentioned Agents :—

FURDOONJEE JEEVUNJEE at Broach.

DINKER NARRAYEN at Gogo.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 9th October 1872.

FOR BATAVIA.

(To leave on or about the 18th Current.)

This First-class Italian Steamer EMILIA, Captain Cafferina.

This Steamer has excellent First and Second Class accommodation, as well as a comfortable Spar Deck for Third Class Passengers. For passages apply to

W. NICOL & Co., Agents.

Bombay, 10th October 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 25th of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.		3rd Class.	
Aden	22	15		8	
Suez	35	22		8	
Port Said	38	24		8	
Alexandria	39	25	Including Wines.	9-10	Without Food.
Messina	50	34		14	
Naples	50	34		14	
Leghorn	50	34		14	
Genoa	50	34		14	
Marseilles (transhipment at Genoa)	52	35		14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

PERSIA, on FRIDAY, 1st November 1872.
INDIA, on SUNDAY, 1st December 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 30th September 1871.

TO OVERLAND PASSENGERS AND TRAVELLERS.

GENTLEMEN PROCEEDING UP-COUNTRY WILL MEET THEIR REQUIREMENTS AT HOME AND WITH ALL

BADHAM & COMPANY,

RAMPART ROW.

NOTICE.—CONSIGNEES of CARGO per TIVERTON, arrived from London, are requested to present their BILLS of LADING and DELIVERY ORDERS for our inspection and counter-signature, and SEND OFF BOATS for their respective GOODS without delay, otherwise they will be landed by the Captain, as they come to hand, at the risk and expense of the concerned.

Captain Rowe will not be responsible for the condition of any package after it leaves the Ship's deck.

SCOTT & WILLCOX,
Agents for Capt. in Rowe, Ship Tiverton.

T. CHATELAIN-MONTANDON,
WATCHMAKER, JEWELLER, AND OPTICIAN,
BY APPOINTMENT
To their Excellencies the VICEROY of India, LORD and LADY NAPIER of MAGDALA, and the Lt.-GOVERNOR
the PUNJAUB, the MAHARAJAHS of JEYPORE,
CASHMERE, VIZIANAGRAM, and
GWALIOR.

BOMBAY, SIMLA, AND POONA.
HUMMUM STREET ..... BOMBAY.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 21st October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. CATHAY, (2,983 tons, and 500 H.P.), Captain H. T. Dundas, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 22nd October, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. HYDASPES, (2,983 tons and 500 H.P.), Captain J. M. Rogers, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 19th October.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

MENESSE AND COMPANY.

On THURSDAY, the 17th instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale at their Rooms of a quantity of Grey and Coloured, Piece Goods, Twist, &c.

MENESSE & Co.

Bombay, 15th October 1872.

NUSSERWANJEE, CULLIANDASS & CO.
40, Meadow Street.

TO-MORROW, WEDNESDAY, the 16th instant, Messrs. NUSSERWANJEE CULLIANDASS & Co. will sell by Public Auction at 2 o'clock P.M., at their Rooms, No. 40, Meadow Street.

4 Cases Turkey Red Prints, Cashmere Cloth, Chintz, &c.
10 Cases Kerosine Oil-gine.
1 Case Copying Ink.

On account of whom it may concern.
3 Cases Maple, Mahogany, and Oak Frames.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 15th October 1872.

HEERALALL AND COMPANY.

SALE OF VALUABLE LANDED PROPERTY IN GODEJEE STREET.

THIS DAY TUESDAY, the 15th instant, at 4 P.M., Messrs. HEERALAL and Co. will sell by public auction, on the premises, by order of the Memorialists alias Assignees on account and at the risk of insolvent Mahomed Alibhoy Abdoolla Bunker :—

All that piece and parcel of ground fronting the with the dwelling-house standing thereon, situate in Oodrijee Street with-at the Fort wall of Bombay in sub-district Mandvee, registered under No. 1447 and assessed under No. 88 admeasuring 99 5-9 square yards be the same little more or less, and bounded on the east by the Ooderia Mahomedan Burying Ground, on the west by the sweeper's passage, on the north by the property of Enoos Munjerkur, and on the south by the property of Mahomed Ebrahim bin Goolam Mohedeen Curmoolee.

HEERALAL & Co.

Bombay, 13th October 1872.

MEHRJEE, JOHNSTON AND COMPANY,
No. 28, APOLLO STREET.

AUCTION SALE of richly carved open-worked Hou-ehold Furniture, Plated, rich cut glass and handsome Porcelainware, Table Ornaments, Piano by Collard and Collard in good condition, a small stock of Fresh Oilmanst ores, Garden Pots with rare plants at Sopean Lodge, Malabar Hill.

TO-MORROW WEDNESDAY, the 16th day of October 1872, at 12 o'clock (noon), Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, at the above place, the whole of that valuable Hou-ehold Furniture, &c., being the property of Mr. James Douglas, proceeding to Europe, consisting of Drawing, Dining, Office, Bed, Bath, Dressing and Dispense-room Furniture, Garden Pots with rare plants, &c. For detailed particulars vide Catalogues which are published, and will be had on application, and the property is now on view.

N.B.—Garden Pots, &c., will be sold at 1 P.M.

Agents for the Art Union, Glasgow. Prospectus to be had on application.

MEHRJEE, JOHNSTON & Co.

Bombay, 15th October 1872.

SADANUND SHRIKRISTNAJEE AND Co.

WEEKLY AUCTION SALE.

THIS DAY, TUESDAY, the 15th instant, Messrs. S. SHRIKRISTNAJEE and Co. will sell by Public Auction, at their Rooms, the following Piece Goods, Twist, &c. &c. :—

3 bales T. Cloth, 4 lbs.
4 " " 7 lbs.
8 " Shirtings, 8 lbs.
1 case White Doria.
6 bales Grey Drill.
10 casks assorted Black Ink.
2 cases Bird-es, single and double.
50 dozen Rich Cups and Saucers.
2 cases Flatedware.
5 cases assorted gilt and colored glassware, comprising centrepieces of three pie es, wine set, gro-set, painted and gilt flower vases, toilet sets, wine bottles, China jar, gilt hookas, decanters, flower stands, scent bottles, silver glass candlesticks, flower vases, tumblers, work boxes, and 2 cases bowls.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 15th October 1872.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF VALUABLE LANDED PROPERTY BY PUBLIC AUCTION.

Notice is hereby given that on TUESDAY the fifth day of November, at 4 o'clock in the afternoon Messrs. CRAWFORD & Co. Auctioneers, will sell by Public Auction on the premises, by order of Mortgagees and on account and risk of Mohomed Hoosein bin Nizmoodin Cambayker the Mortgagor.

All that piece or parcel of land or ground Registered by the Collector of Pension and Tax under Nos. 215 and 571 containing by admeasurement 940/9 square yards, be the same little more or less with the seven several messuages, tenements, chawl and bungalow and co-hroom standing thereon, and respectively assessed by the Municipal Commissioner under Nos. 32, 33, 35, 36, and 36 A., situate on the north side of the Dhobitalao Third Lane without the Fort wall of Bombay in the Bhooleswar sub-district, bounded on the east partly by the property of Mo-omed Hoosein and partly by the property hereinafter thirdly describe, on the west partly by the Agiary partly by the property of Jadowjee Balcoonjee and partly by the said property hereinafter secondly described partly by the said Dhobitalao Third Lane and partly by the said property hereinafter thirdly described, and on the south partly by the property of Jamsetjee Nanojee and partly by the said property of Eduljee Mehta.

Secondly.—All that the right, title and interest as Fazendar of the said Mohamed Hoosein bin Nizamoodin Cambayker into all that piece of Land Registered by the Collector of Pension and Tax under Nos. 215 and 571, and containing by admeasurement 105 square yards be the same little more or less, situate on the south side of the said Dhobi talao Third Lane in the Bhooleswar sub-district without the Fort wall of Bombay, and formerly and now in the occupation of Raghoo Mahadoo to whom the Messuage and Dwelling House standing thereon belonging and bounded on the east and south by the property hereinbefore firstly described on the west by the property of Jadowjee Balcoonjee, and on the north by the said Dhobitalao Tank Third Lane.

Thirdly.—All that the right, title and interest as Fazendar of the said Mohamed Hoosein bin Nizamoodin in and to all that piece or parcel of Land Registered by the Collector of Land Revenue under Nos. 215 and 571 and containing by admeasurement 99 square yards be the same little more or less, situate the south side of the said Dhobitalao Tank Third Lane in the Bhooleswar subdistrict without the Fort walls of Bombay, and the lower subdistrict without the Fort walls of Bombay, and the house of Ooma Malharin stands thereon, and bounded on the east by the property of Anandrao Chintoba assayer, on the west by portion of the property firstly hereinbefore described on the north by the said Dhobitalao Third Lane and on he south part by the property hereinfore firstly described and partly by the property of Mohomed Hoosein.

For further particulars and Conditions of Sale apply to Messrs. Remington, Hore, and Langley, Solicitors for the Mortgagees.

CRAWFORD & Co.

Bombay, 13th October 1872.

NOTICES.

NOTICE OF REMOVAL.

WE beg to inform our Customers and the Public, that we have THIS DAY REMOVED to No. 3, HORNBY ROW, opposite the New Post Office.

FAVRE, LEUBA, & Co.

1st October 1872.

NOTICE OF REMOVAL.

WE beg to inform our Friends and the Public that we have THIS DAY REMOVED to No. 3, Hummum Street, (formerly occupied by Messrs. Grant and Son).

THOMSON & Co.,
Chemists and Druggists.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition returns insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

BOMBAY FOOTBALL CLUB.—The CLUB DINNER will TAKE PLACE at the CRICKET GROUND, Esplanade, on TUESDAY EVENING, at a quarter to eight o'clock.

W. M. TENNENT,
Honorary Secretary.

ITALIAN BAND.—An Italian Band has just arrived in Bombay under the direction of Professor ANTONIO RICCI, who will be happy to give Musical Lessons, particularly on playing the Flute. Balls and Evening Parties attended on reasonable terms.

Address—No. 34, Kalbadevie Road.

THE ELPHINSTONE LANDING, SHIPPING, AND FORWARDING AGENCY, BOMBAY.

UNDERTAKE on behalf of themselves and of COCKBURN'S UNITED SERVICE AGENCY SOCIETY, to transport parcels to and from England at the following unprecedented low and easily calculated rates, *which must be prepaid*, viz., for each lb or fraction of a lb. Re. 1, provided that they do not measure more than at the rate of one cubic foot for each three pounds of weight, when they will be charged for at the rate of Rs. 3 per cubic foot or fraction of a cubic foot.

Parcels for shipment to England should be forwarded to the Elphinstone L. S. & F. Agency, opposite the Custom House, Bombay, and those for shipment to India, China, or Australia should be sent to Cockburn's U. S. Agency, 41, Haymarket, London, S.W., at least three days before the despatch of the Mail by which it is desired they should be forwarded.

Full particulars concerning the disposal of the parcels, including a declaration of their contents and value must accompany each.

F. MOOLJEE & Co.

Bombay, 22nd August 1872.

NEW ADVERTISEMENTS.

SPECIAL NOTICE.

TAILORS AND OUTFITTERS.
CARR BROTHERS,
17 CHURCH STREET.

52 CONDUIT STREET, BOND STREET, LONDON.

7 OLD COURT-HOUSE STREET, CALCUTTA.

BY APPOINTMENT,

CARR BROS.,
Naval, Military, and Civil
TAILORS AND GENERAL OUTFITTERS,
BOMBAY.

UNIFORMS AND OUTFITS
FOR THE ARMY AND NAVY,
According to present Regulations.
TRIMMINGS IN GOLD LACES,
EMBROIDERY FOR EVERY RANK
IN THE ARMY ALWAYS ON HAND.

FORAGE CAPS.

SADDLE CLOTHS
MADE TO ORDER.
CROWN AND STARS ALWAYS ON HAND.
SPURS, BOXES, &c. &c.

OUR

OUTFITTING DEPARTMENT,

Comprising every Article necessary for the general equipment of a perfect outfit, will be formed in the undermentioned list of our present stock :—

OVERCOATS.

IN MELTON, PILOT, WITNEY, BEAVER & LIGHT CLOTHS.

RAILWAY WRAPPERS
Of Substantial Quality.

SCOTCH MAUDS
In Elder and Tartan Plaids.

PORTMANTEAUS, HAT CASES, LEATHER & CARPET BAGS, COAT, HAT AND HAIR BRUSHES.

FOLDING ARM-CHAIRS FOR BOARD SHIP.
English made.

STRAW HATS,

CLOTHES BAGS AND OVERLAND TRUNKS,
And every Requisite for a Voyage on hand or procured at Shortest Notice.

UMBRELLAS, WALKING-STICKS & COURIER BAGS.
GENTS' PARIS SILK AND DRAB SHELL HATS.
Latest Styles.

LONDON-MADE FELT HATS.

GLENGARRY CAPS AND BONNETS.
TRAVELLING CAPS.
OPERA HATS.

WATERPROOF HATS.
CRICKETING CAPS.

CARR BROTHERS' SOLAR TOPEES AND SUN HATS AND HELMETS.

Made expressly to special designs and constituting the best known and brought out inventions for Head-Protection in the Tropics.

OXONION YACHTING HATS.

LADIES' RIDING HABITS.
LADIES' RIDING TROUSERS.
In Superfine Cloths and various Colours, Blue, Black, Olive, &c.

Ladies' own Materials made up and the utmost attention paid to ensure the most perfect fit.

LADIES' RIDING HATS AND VEILS.

RIDING GAUNTLETS.

LADIES' SUPER FELT HATS.
Ditto SOLAR HATS.

BOYS' KNICKERBOCKER SUITS TO ORDER.

LADIES' PARIS KID GLOVES,
WHITE and COLOURED.

SCOTCH TWEED, ANGOLA AND CHEVIOT SUITS
Of Approved Texture.

NAVY BLUE SERGE SUITS,
Extra Fine.

AMERICAN DRILL SUITS,
Best Qualities only.

SLEEPING JACKETS OR SUITS,
In Various Materials.

CRICKETING SUITS.

YACHTING & BOATING SUITS,
TRAVELLING SUITS.

GENTLEMEN'S SHIRTS,
Ready made and made to order.

THE FASHIONABLE COLLARS,
BEST HAND SEWN.

LINEN WRISTBANDS
IN WEST END SHAPES.

CARR BROTHERS make up SHIRTS,
THEIR PLAIN AND PRINTED FLANNELS,
French Cambric Shirtings,
AND
IRISH LAWNS AND LINENS.

Particular attention to details of all Special Orders for Shirts, Collars and Underclothing is still continued, and with increased promptitude, but while to meet a particular case, collars are cut and made by return, and Shirts in three days. It will greatly oblige if as much time as possible be allowed.

PYJAMAHS AND FLANNEL WAISTCOATS.

RIDING DRAWERS TO ORDER.

STRAPS, BRACES AND BELTS.

HOSIERY.
Best London made only.

SOCKS, STOCKINGS, UNDERVESTS & DRAWERS.

INVERNESS CAPES, AND DRESSING GOWNS.
SMOKING CAPS.

CAMBRIC HANDKERCHIEFS.
BANDANNA DITTO.
All ready Hemmed for use.

SCARVES, TIES,

A very large and carefully assorted stock of every description and made always on hand, and constant additions are being made in this department.

MILITARY STOCKS TO ORDER.

Fancy Hosiery of all descriptions.

We have been asked by many of our up-country constituents why we do not advertise our prices.

The reason is this, that our dealing in nothing but the very best class of goods, it is impossible to price them at the same rate as that advertised by other Bombay Houses, but we guarantee to supply a superior article at the very lowest remunerative rate.

We may mention that our price for Fancy Angola Trousers of the best quality is Rs. 18.

Do. do. vests Rs. 9.

Do. do. Suits about Rs. 40 or Rs. 50, according to the style in which they are made.

Black Dress Suits from Rs. 80 to Rs. 100.
Do Frock Coats from Rs. 50 to Rs. 60.
Do. Morning Coats Rs. 40 and Rs. 45.

CARR BROS.,
BOMBAY.

NEW ADVERTISEMENTS.

STEAM TO SURAT.

THE well-known S.S. TAPTEE, C. P. DeCosta, Commander, will sail for Surat on SATURDAY, the 19th inst., at 11 A.M., positively.

For Freight or Passage apply to the Undersigned, No. 14, Meadow Street.

DADABHOY JAMSETJEE, Agent.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.—NOTICE is hereby given, that the Court of Directors have declared a DIVIDEND of FOUR PER CENT., being Rs. 10 per Share (free of Income Tax), for the half-year ended 30th June 1872, and that the same will be PAYABLE to the Shareholders on the Bombay Register on and after the 25th October 1872. The TRANSFER BOOKS will be CLOSED from 15th to 25th instant, both days inclusive.

ROBERT CAMPBELL, Agent.

HENRI-MARTINI RIFLES.
AS ISSUED TO THE TROOPS AT HOME.

THE undersigned having received a supply of these weapons, with Bullet Moulds and Ammunition, which have given general satisfaction, will be happy to receive orders for the same.

WM. WATSON & Co., Agents.

23, Apollo Street, Fort, Bombay.

AUSTRALIAN POTATOES.

JUST arrived, by the Australian Mail, a few tons of AUSTRALIAN POTATOES, in CAPITAL CONDITION. Can be had in quantities of 5 lbs. and upwards. Every one who has tried these Potatoes has pronounced them to be of the most excellent quality. Apply early to

JEWANJEE & Co.,
Byculla Hotel.

ACCOUNT OF THE BOMBAY MUNICIPALITY FOR THE WEEK ENDING 12TH OCT. 1872.

Receipts.	Budget Estimate	For Past Week.	Rs.	a.	p.	To Date.	Rs.	a.	p.
	Rs.	Rs.				Rs.			
Bal. 1st Jan. '72	.....	.....				.....	176618	6	0
Rates	17,31,445	1313519	2	7	2	29,954	3 1	1343473	6	6
Duties—Town	5,04,000	356,082	13	5	5	5,665	1	6361,47	14	5
Do. Tobacco	1,42,500	109,386	4	3	2	2,609	0	0112186	4	3
Do. Liquor	1,22,139	37,385	4	0	0	25	0	0 38,410	4	0
Conveyances Tax	10,788	5,371	10	0	0	125	4	0 5,496	14	0
Do. Wheel Tax	2,30,051	162,570	7	6	2	2,703	14	5 165374	5	11
Market Fees	2,11,594	155,84	9	7	1	1,977	12	0 158062	5	7
Halalcore Cess	2,26,800	176,947	10	9	5	5,706	6	0 182654	1	7
Health Dept.	12,000	12,000	0	0	0	.....		0 12000	0	0
Workshops	9,30	102,627	6	2	2	255	11	0 102,883	1	11
Debt	15,00,000	1,00,0	0	0	0	.....		0 1500000	0	0
Deposits	.....	243,328	9	11	3	3,000	0	0 246328	9	11
Advances	1,10,000	36,136	11	5	9	9,192	12	5 105369	7	10
Miscellaneous	13,000	9,021	7	1	3	284	4	9,312	11	1
Do. Repts.	9,748	20,445	9	4	1	226415	11	20,678	1	11
Do. Fees	55,152	51,372	12	4	3	393	9	4 51,766	5	8
Do. Savings	2,16	4,233	11	6	...	.....		4,233	11	6
Last Yr's Items	.....	9,292	9	11	...	.....		9,9,3	9	11
Total Rs.	2,92,17,744	4366911	7	5	6	3081 15	7	442 093	9	0
						Grand Total Rs.		4695221	15	0

Disbursements.										
Superintendence	1,24,093	92 579	10	9	6	641	8	3 93,221	3	0
Assessment	26,196	36,492	0	0	0	146	1	0 36,638	1	0
Collection Dept.	84,158	61,774	3	8	0	964	12	0 62,7 4	15	0
Police Account	3,76,462	259,315	12	2	9	4,194	1	7 263905	14	4
Health Dept.	2,71,000	963,263	14	2	8	21,300	10	1 985563	8	3
Public Works—										
Establishment	72 164	47,412	13	3	8	98	0	0 52,510	13	3
Ligthing	2,26,000	99,625	14	11	3	.....		99623	14	11
Watering	1,19,341	86,957	5	7	...	.....		86,957	5	9
Repairs Roads	2,43,347	236,678	8	7	1	2,563	5	2 239241	9	9
Do. Buildings	1,00,000	347	13	11	3	.....		347	13	11
Repr. of Streets	60,000	919	8	10	...	.....		919	8	10
Water Works	70,000	183,389	9	5	9	9,211	5	4 192,600	14	13
Drainage	2,29,347	31,565	10	1	...	.....		31,565	10	1
Vic. Gardens	3,000	1,200	0	0	0	400	0	0 1,600	0	0
Workshops	.....	50,584	6	3	8	2,967	13	6 53,, 52	3	2
Debt	67,72,758	5 8	8	8	2	.....		5	8	2
Education	10,000	5,966	1	9	...	.....		5,966	1	4
Deposits	2,000	1,000	0	0	0	1,000	0	0 2,736	9	2
Advances	20,000	80,253	4	11	...	616	4	5 80,909	9	4
Plant & Stores	5,000	12	6	11	...	.....		12	6	11
Miscellaneous	44,211	37,893	3	1	...	.....		37,898	3	1
Last Year's Liabilities	.....	1646482	5	6		42	0	0 1646524	5	6
Total Rs.	33,52,56,068		4163709	15	2	67,779	32	4 4231579	11	6
Balance on 12th October 1872								373642	3	6
Grand Total Rs.								4695221	15	0

* Debits and Credits deducted.

JAMES THORBURN,
Actg. Controller.

J. B. PEILE,
Actg. Municipal Commissioner.

HOUSES, &c., TO LET.

PART of a large HOUSE TO LET in a most healthy and airy situation, near the Hope Hall Hotel. Apply to W. B. at Messrs. PEEL CASSELS & Co's Office, in Elphinstone Circle.

WINES, SPIRITS, BEER, &c.

ESTABLISHED IN BOMBAY IN 1842.

CUTLER, PALMER, & CO.,
OF
LONDON, BORDEAUX, BOMBAY, CALCUTTA,
IMPORTERS AND EXPORTERS OF
WINES, SPIRITS, AND LIQUEURS,
INDIA PALE ALE BOTTLERS,
WINE MERCHANTS
TO

H. M. THE QUEEN.	H.R.H. THE PRINCE OF WALES.
THE HIMALAYA CLUB.	THE BENGAL U. S. CLUB.
THE NEPEAN SEA CLUB.	THE CAWNPORE CLUB.
THE SIRHIND CLUB.	THE LUCKNOW U.S. CLUB.
THE BOMBAY CLUB.	THE REFORM CLUB.
THE WINDHAM CLUB.	THE UNIVERSITY CLUB.
	THE ATHENÆUM CLUB.

CUTLER, PALMER, & Co.'s well-known WINES, COGNACS, and LIQUEURS comprise every possible requirement on the part of consumers. They consist of—

STILL HOCKS—	Rs. 24*, 27*, 36*, 42*		
STILL MOSELLES—	Rs. 25-8, 34		
DRY CHAMPAGNES—	Rs. 45*, Rs. 42*, Rs. 38*, Rs. 32		
Ditto MAGNUMS—	Rs. 84		
SPARKLING HOCK AND MOSELLE—	Rs. 36*, Rs. 40*		
SHERRIES—	Rs. 16, Rs. 19, Rs. 22, Rs. 23, Rs. 24, Rs. 28, 33, 38		
PORTS—	Rs. 18*, Rs. 24, Rs. 25*, Rs. 30, Rs. 36		
HAUT SAUTERNES—	Rs. 24		
BARSAC—	Rs. 17*		
BREAKFAST CLARETS—	Rs. 10-8, Rs. 13-8		
DINNER CLARETS—	Rs. 15-8*, Rs. 17*, Rs. 19*		
AFTER-DINNER CLARETS—	Rs. 22-8*, Rs. 25*, Rs. 30*		
CHAMBERTIN— Rs. 32*.	MACON—	Rs. 21	
NUITS— Rs. 26.	CHABLIS—	Rs. 20*	
SEINEWEIN—	Rs. 20		
COGNAC, the best—	Rs. 25, Rs. 29, Rs. 33, Rs. 42		
WHISKEY—Rs. 21-8, Rs. 23-8.	RUM—	Rs. 22-8	
OLD TOM—Rs. 21-8.	GENEVA—	Rs. 19	
LIQUEURS—Rs. 30*, Rs. 40*.	BITTERS—	Rs. 20, Rs. 24	
Ditto assorted, in one dozen Pint cases only—		Rs. 24	
MARSALA—Rs. 16.	MADEIRA—	Rs. 40	

Wines marked (*) are also kept in stock in Pints.

BEERS.

Their own special bottling, in magnificent condition, in casks of 3 dozens. None superior on the market.

TERMS.

Credit allowed, references being satisfactory. Liberal Discount for Cash. Unexceptional terms to Merchants and Traders buying largely. Wines, &c., shipped to Merchant's Brand if desired.

CUTLER, PALMER, & CO.'S
DESCRIPTIVE PRICE LIST
ON APPLICATION AT
DEAN LANE, BOMBAY.

IMPORTANT NOTICE.

WINES AND SPIRITS.

TOD-HEATLY AND CO.,
WINE MERCHANTS,
ADELPHI, LONDON,
Having closed their Indian AGENCIES and decided to Ship
ONLY TO THE TRADE,
and no longer to Consign for Sale upon THEIR OWN ACCOUNT, or to Ship to PRIVATE INDIVIDUALS, are prepared to execute TRADE ORDERS upon very favourable terms.
PRICED LISTS and every information UPON APPLICATION.
N.B.—TOD-HEATLY & Co.'s Bottled Wines and Spirits will in future be protected by a
PATENT TRADE MARK CAPSULE,
duly registered, bearing their signature.
Trial Shipments are suggested.

WM. YOUNGER & CO.'S INDIA PAL

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

BANK of Bombay 1st and 2nd issue and National Bank shares were in demand at rates quoted, other shares steady.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.c.	Agra Bank	75
22,000	1,000	all	6 p.c.	Bank of Bengal	1,410
10,000	500	all	5 p.c.	Do of Bombay New	720
10,000	500	125	5 p.c.	Do 2nd Rec. Issue	223½
15,250	1,000	all	5 p.c.	Do of Madras	1,245
10,000	250	all	8 p.c.	Chartered Mercantile Bk. of L. L. & China	300
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	175 nl.
37,000	250	125	3 p.c.	National Bank of India.	165
10,000	250	all	12 do.	Oriental Bank	475

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150 p. s	Albert Mills Co	1,600
600	1,250	all	50 p. s	Alexandra Spinning	1,180xd.
500	2,500	all	100*	Alliance Spinning	2,520
100	5,000	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	120
1,600	150	150	25*	Broach Mills	220
2,500	2,000	all	...	Dhurumsey Spinning	1,280
750	2,000	all	200 p. s	Great Eastern	1,995
2,500	1,000	all	140 p. s	Manockji Petit's	1,635
900	1,000	all	40 p. s	Morarjee Spinning	1,000
800	2,500	all	1 0 p. s	Oriental	2,580
400	2,500	2,400	216 p. s	Royal	2,025
500	1,000	800	...	Soonderdas Spinning	925

* Per shares for the half-year.

RAILWAY COMPANIES.

.....	£20	21 3 0	p.c. G. I. P. Railway Consolidated Stock
.....	£20	10 9 1 3	do. New £20 Shares
.....	£20	13 10 0	do. Ditto
.....	£100	1,000	do. B B. & C. I. Railway Co.
.....	£18	19 2 5 1	do. New Shares

LAND COMPANIES.

5,000	5,000	all	Rs. 77	Colaba Land Co
80,000	150	all		Freere Land & Pier Co. Ld.
750	2,000	2,000	31 p.s.	Mazagon Land
6,000	1,000	all	15 p.s.	Port Canning Land Company, Limited

PRESS COMPANIES.

150	5,000	2,850	225 ps	Akbar Cotton Press Co
200	2,000	1,100	75 do.	All-ert Co. Kurrachee
100	500	all	10 p.ct.	Albert ning Co
250	3,000	850	Nil.	Alexandra Press Co
150	2,000	11,000	200 do.	Apollo Press Co
200	2,000	all	200 ps.	Bombay Press Co
200	500	all	50 p.s.	Do New
350	1,000	1,000	100 ps	Broach Cotton Co
100	1,500	...	...	arwar Company
500	1,880	all	40 *	Colaba Press Co
350	2,000	all	200 *	East India Press Co
150	5,000	all	500 *	Fort Press Co
300	2,000	1,800	75 ps	Framji Cowasji Press Co
300	1,000	all	200 ps	French Press Co
200	6,000	6,000	228 ps	Hydraulic Press Co
250	5,000	1,467	75 ps	Imperial Press Co
200	400	350	425 ps	Mofussil Press & G. Co
120	2,500	all	250 ps	Prince of Wales Press
200	1,000	250	...	Sassoon's Press Co
40	850	750	100 ps	Scinde Pres- Co
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited
150	2,000	all	Nil.	Tinnevelly Press Co
225	2,000	1,000	250*	Victoria Press, Madras
150	250	all	8 pct	Vic. Cot. Gin & Press Co.

* Per share for the half-year.

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay
.....	95	19½	...	Do. China
.....	250	2	Mar. '66	Central Bank
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula
.....	200	70½	May '67	Royal Bank

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10 25/32d.
London Bank	6 months' sight	1s. 11 5/16d. to ⅝d.
Do. do.	3 Do. do.	1s. 11 9/16d.
Do. Credits	6 Do. do.	1s. 11 5/16d.
Do. do.	3 Do. do.	1s. 11⅝d.
Do. Documents	6 Do. do.	1s. 11⅜d.
Do. do.	3 Do. do.	1s. 11⅜d.
Calcutta	At sight	100 5/16
Do.	30 days' sight	100
Do.	60 Do. do.	99½
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	228

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8 to 10 9
Bank of England Notes	10-12
Carolus	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-13-6 to 16-4
Australian Gold	16-12-6 to 16-4
Government Securities	5 per cent.
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	111¼ to 111½
Four & half per cent	103½ to 104
Four per cent	101½ to 101¾
Four & half per cent. (Public Works Loan)	107
Five per cent. Debenture Loan, 1866-67	103½
5 years' Debenture Loans	109½
10 years' do. do.	105
5 years, do. do.	103
Six per cent Municipal Loan House Rate	112
Do. Market Rate	112
New French Loan 5 per cent. (2 f. 50 c.) of 1871	89
New French Loan (fully paid-up)	89
Paris Municipal Loan (Debenture Rs. 117) per Bond	120

SALES AND PURCHASES.

PIECE GOODS.

Owing to the departure of the Overland Mail, a small business is reported to have been done yesterday, and prices show no important change. Below we give our closing quotations :—

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs. 4	2 0	to Rs.	4 4	0
,,	,,	40 ,,	39 ,,	7 ,,	,,	,,	4 11	0 to ,, 4 12 0
,,	,,	40 ,,	39 ,,	8½ ,,	,,	,,	5 8	0 to ,, 5 9 0
,,	,,	45 ,,	39 ,,	7 ,,	,,	,,	4 15	0 to ,, 5 0 0
,,	,,	45 ,,	39 ,,	8 ,,	,,	,,	5 8	0 to ,, 5 10 0
,, Printers	26 ,,	30 ,,	3 ,,	,,	,,	,,	2 5	6 to ,, 2 6 0
Mad'polams	32 ,,	24 ,,	3 ,,	,,	,,	,,	2 2	0 to ,, 2 2 6
,,	,,	30 ,,	24 ,,	5½ ,,	,,	,,	3 11	6 to ,, 3 11 6
,, Jaconets	40 ,,	24 ,,	2½ ,,	,,	,,	,,	2 2	0 to ,, 2 2 3

The undermentioned sales are reported to have been made by European firms on the 14th instant :—

1,000 Pieces Grey Shirt. fine,	40	in.	39	yds.	6	lbs.	at Rs.	4 4 0
500	,,	,,	,,	,,	40	,, 39	,,	,, 4 2 0
1,000	,,	,,	,,	(fine)	40	,, 39	,,	8½ ,, 5 10 6
2,000	,,	,,	,,	,,	40	,, 39	,,	8½ ,, 5 8 0
1,200	,,	,,	Mad'po	lams	32	,, 24	,,	3 ,, 2 2 3
300	,,	W. Mulls	No.	120	40	,, 20	,,	,, 2 2 0
300	,,	,,	,,	,,	120	40	,, 20	,, ,, 2 5 0
333	,,	,,	,,	,,	140	40	,, 20	,, ,, 2 10 0
350	,,	,,	,,	,,	150	40	,, 20	,, ,, 2 14 0
350	,,	,,	,,	,,	160	40	,, 20	,, ,, 3 2 0

COTTON.

The Cotton Market continues dull, and no important transactions have come to our notice. The following are our closing quotations :—

Old Dholleras and Bhownugger	Rs. 200	to Rs. 211
,, Oomrawutee	,, 212	to ,, 214
,, Comp's	,, 207	to ,, 210
New Oomrawutee (deliverable in Feb.)	,, 222	to ,, 223
,, Akola	,, 232	to ,, 234
,, Hingunghaut ... ,, (Jan.)	,, 282	to ,, 283

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 12th Oct. compared with the statement issued on 7th Oct. :—

Liabilities.	7th Oct.	12th Oct.
Proprietors Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid Rs.	50,00,000	
Second Issue of do. of Rs. 100 do. ,,	10,00,000	
	60,00,000	60,00,000
Reserve Fund, invested in Government Securities	10,75,000	10,75,000
Government General Treasury Balance at Head Office	358,11,446	358,18,838
Do. do. do. at Branches,	25,21,636	25,24,563
Other Deposits	199,06,749	200,84,260
Post Bills	61,628	38,724
Cash Credits, undrawn	9,52,555	9,33,323
Rs.	664,29,074	664,74,657

Assets.		
Government Securities	92,24,298	90,99,600
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	31,24,302	27,85,211
Loans, on Security of do do.	10,83,884	7,99,722
Current Accounts overdrawn	3,376	3,586
Bills Discounted	41,47,671	41,36,691
Stamps	6,469	6,380
Dead Stock Rs. 4,94,638		
Amount applied in reduction ,, 75,000	4,19,638	4,19,638
Bullion	15,67,921	14,09,788
Cash Balances with Correspondents	16,71,269	15,71,068
Cash and Currency Notes	451,76,206	456,42,948
Rs.	664,29,074	694,74,657

SHIPPING.

DAILY FREIGHT REPORT—14TH OCTOBER.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton	£2
	Wooden Ships ,,	£2
	Myrabolms & Coir bills	£1 17s. 6d.
	Seeds	£1 10s. 0d.
Havre	Cotton, Coffee	No ship.
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£1 17s. 6d. to £2
China	Iron Steamer Cotton	Rs. 7 per bale.
	,, Opium	lbs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Oct.	Vessel.	Commander.	From
14	Punjaub (s)	Sanders	Kurrachee, Oct. 11.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
14	Bristolian	Morgan	Chittagong.
	Pearl (s)	Morrison	Cutch.
	Nubia (s)	Hall	Aden and Suez.
	Ooma (s)	Nacoda	Catch.

The ship Gertrude, Hedgerty, to Colombo, obtained her port clearance yesterday.

The steamer Punjaub, to Kurrachee, was entered out for loading yesterday.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, latitude 18deg. 53m. 45s. N.; Long 4h. 51m. 12·3s. E. Height of Barometer above the Sea = 37 feet.

October.	Mean daily values derived from 24 hourly observations. Barometer reduced to 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer.	Dew Point.	Relative Humidity of Air.	Extent of cloudy Sky the whole sky cloudless = 0	Maximum Temperature of Air read at 9 P.M.	Minimum Temperature of Air read at 9 A.M.	Wind. General Direction.	Movement in 24 hours.
	In.	O	O	O			O	O		
7	29·763	77·8	76·0	75·4	·922	7·8	85·4	76·4	SSE, S, WSW, S, SSW, SSE.	307
8	·780	79·3	76·5	75·4	·8·3	5·3	84·2	75·8	SSE, SSW, SW, S.	279
9	·796	80·6	77·5	76·5	·877	2·7	85·4	76·8	NE, NW, NNW, NNE.	213
10	·779	80·7	75·8	73·9	·807	1·1	86·8	76·7	NNW, NNE, NE, ENE, NW, NNW.	217
11	·778	80·6	74·1	71·4	·743	0·9	86·8	75·5	NE, ENE, WNW, NW, NNW, N.	213
12	·806	80·7	74·3	71·7	·746	0·5	86·8	74·1	NE, NNE, NE, E, WNW, W, NNW, NNE.	233

	In. Ct.
Fall of Rain during the Week	1 7
Registered between 1st January and 29th September	75 41
Total Fall of Rain between 1st January and 29th Sept. 76	48

DAILY IMPORTS.—14TH OCTOBER.

FROM LIVERPOOL.

Leith (s), 1 case boots, Lookmanjee Sullamanjee.

FROM LONDON.

Lumley Castle (s), 2 cases florida water, and 2 cases eau de cologne, Nowrojee Ardaser & Sons; 9 cases port wine and 4 packages crockery, &c., &c., W. Wheatley & Co.; 150 casks beer, Badger and H bbert; 10 cases soap, 8 cases oilmanstores, 3 hogsheads glass, F. Mooljee & Co.; 9 cases clocks, Hassam Dada; 1 case gold thread, Dorabjee Bezonjee & Co.; 20 cases cod liver oil. 2 cases needles, 1 case soap, and 18 packages oilmanstores, Kabhoy Tyebally; 23 bundles and 1 cask hardware, Ebrahim Jaffer ally; 20 kegs iron rivets, 7 packages safety fuse, 6 packages hardware, Abdool Cadur Habibboy; 105 casks beer, Muncherjee and Eduljee Bezonjee.

DAILY EXPORTS.—14TH OCTOBER.

FOR LIVERPOOL.

Nubia (s), 2,214 qrs. wheat, S. Tyebjee & Co.

Cathay (s), 160 bales cotton, Joowarimull Dulsookroy; 38 bales cotton, Ghordhundass Purshotumdass; 12 990 bundles coir yarn, S. S. Naraiwalla; 26 bales cotton, Hurnarron Manockram; 60 bales wool, Bhimjee Canjee; 1,540 bags wheat and 13 bales wool, Finlay, Scott & Co.

FOR LONDON.

Cathay (s), 150 bundles horns and 26 bundles deer horns, Hassonbhoy Noormahomed; 25 bundles skins, H. W. H. Abdoolla; 30 bundles skins, Mahomed Ebram & Co.; 1 bundle and 81 pieces E. teeth, Curimbhoy Alloobhoy; 35 bundles hides, A. R. Jeevabhoy.

FOR TRIESTE.

Cathay (s), 109 bales cotton, H. Bomanjee, Touche & Co.

FOR HONGKONG.

Milbanke (s), 191 bundles sharkfins, Curimbhoy Heerjee; 49 bundles sharkfins, Gowabhoy Somjee; 49 bundles sharkfins, Ludhabhoy Chuttoo; 60 bales cotton, Dhunjibhoy Rutnagur & Co.; 4½ chests M. opium, Ramputtab Kalooram; 15 chests M. opium, Forbes & Co.

BOMBAY GOVERNMENT TELEGRAPH.

OFFICE—14TH OCTOBER, 8 P.M.

Latest dates from United Kingdom.

Via Red Sea, 14th October, 1-30 P.M., Greenwich time. Time in transit, 1 hour 20 minutes.

Latest dates from Continent of Europe.

Via Russia, 13th October, 2-30 P.M., Greenwich time. Time in transit, 1 hour 18 minutes.

Via Turkey, 14th October, 4-5 P.M., Greenwich time. Time in transit, 88 hours 39 minutes.

Via Red Sea, 14th October, 10-26 A.M., Greenwich time. Time in transit, 3 hours 18 minutes.

Latest dates from China.

Via Singapore, 14th October, 5-20 P.M. Time in transit, 4 hours 59 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 13th to 8 P.M. of the 14th October is as follows :—

To Bombay.	Max.	Min.
From Calcutta	2 29	0 16
,, Galle	one in	3 14
,, Kurrachee	1 6	0 9
,, Madras	1 15	0 10

TELEGRAPH LINE REPORTS.

KURRACHEE, 14th October, 8 P.M.—Latest dates from United Kingdom, via Russia, 14th October, 1-50 P.M. Latest dates from Continent of Europe, via Russia, 14th October, 2-53 P.M., via Turkey, 14th October, 11-5 A.M. Cable right to Fao; Turkish line right to Persa; Persian line right to London.

WEATHER REPORTS.

CANNANORE, 14th Oct., 5 P.M.—Weather cloudy wind south-west, thermometer 78, barometer 30·20.

MANGALORE, 14th Oct., 5-9 P.M.—Weather fair, wind south, thermometer 87.

TELLICHERRY, 14th Oct., 5-20 P.M.—Weather cloudy, wind south-east, thermometer 82, barometer 29·78.

CARWAR, 14th Oct., 6 P.M.—Weather fine, wind westerly, thermometer 82, barometer 29·93.

VINGORLA, 14th Oct., 6 P.M.—Weather cloudy, wind north-west light, thermometer 88.

MILITARY.

ARRIVALS.—OCTOBER 14.

Style, Surgeon Major, Medical Service, on duty, from Ahmedabad.

Hawes, Assistant Surgeon, 3rd Hussars, on leave, from Ahmednuggur.

Hunter, Lieutenant-Colonel, Royal Artillery Bengal, on retirement, from Agra.

Basevi, Major, Contingent Magistrate Bengal, on medical certificate, from Mean Meer.

Colson, Assistant Surgeon, 3rd Sind Horse, on medical certificate, from Jacobabad.

Rose Captain, Staff, on leave, from Poona.

Stevens, Major, 2nd Light Cavalry, on leave, from Rajkote.

Shaden, Captain, Staff, on medical certificate, from Gogo.

Forlong, Lieut-nant-Colonel, Public Work Department Madras, on duty, from Mount Aboo.

DEPARTURES.—OCTOBER 14.

Basevi, Major, Contingent Magistrate, on furlough, to England.

Rose, Captain, Staff, on medical certificate, to England.

Callwell, Captain, 11th Foot Bengal, on sick leave, to England.

Hardy, Lieutenant-Colonel, late Royal Artillery, on retirement to England.

Sewell, Major, 107th Light Infantry Bengal, on sick leave, to England.

Gillespie, Lieutenant-Colonel, Royal Army Bengal, on retirement, to England.

POONA DIVISION ORDERS.

BY MAJOR-GENERAL J. T. GRANT, C.B., Commanding Poona Division of the Army.

Poona, 11th October, 1872.

The undermentioned officer has obtained leave :—

68th Light Inf.—Capt. J. Boulderson, for 15 days from date of departure, privilege leave.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF. Adjutant-General's Office, Head Quarters, Poona. 12th October, 1872.

The C.-in-C. is pleased to make the following appointments :—

Capt. W. W. Haywood, Genl. List, is appointed to the Sappers and Miners to command a company.

1st Regt. Sind Horse.—Lt. R. H. Daniell, 2d Squad. Subn., to be 1st Squad. Subaltern.

Lt. F. Aldwell, 24 Wing Subn., 8th Regt. N. I., to be 2d Squad., vice Daniell. Lt. Abbott will be attached to the 1st Cav. pending further orders.

Colaba Depot and Sanitarium.—Capt. P. Murry, unattached, to be Staff Officer.

Subject to the approval of H. R. H. the Field Marshal C.-in-C., the undermentioned officers are detailed for duty with their Regts. Dep ts and will proceed to England, during the ensuing cold season :—

Capt. C. De St. Croix, 1st Batn. 2nd Foot.

Capt. A. S. Tollemache, 108th Foot.

The officers are available for duty with troops.

The undermentioned are reported to have passed the required examination in Hindoostani by the lower standard test :—

3rd Hussars.

Lance Corpl. F. Duggan.

Lance Corpl. A. J. Paillips.

Lance Corpl. T. H. Morice,

Private J. McCaffery.

Private G. Simpkins.

Private H. G. Farmer.

40th Foot.

Lt. H. T. Smith.

108th Foot.

Lt. A. F. Foulger.

Sub-Lt. W. G. Durnsford.

The undermentioned officers returned to duty by permission of the Secy. of State for India, on the dates specified :—

Capt. C. Swinhoe, S. C., Sub-Asst. Commy. Genl., 11th Sept. 1872.

Lt.-Col. W. C. Lester. S. C., Cant. Mag., Mhow, 10th Oct, 1872.

The undermentioned Officers are directed to join the class for Garrison Instruction, which will be found at Poona and Mhow, on the 1st prox. :—

2nd Foot, 1st Batn.—Lt. T. J. B. Dunne, Poona.

86th Foot.—Lt. A. D. Blest, Poona.

63th Foot.—Lt. A. H. Stanley, Poona.

65th Foot.—Lt. E. A. Tickell, Poona.

83rd Foot.—Lt. G. Cleveland, Poona.

88rd Foot.—Lt. G. Harvey, Poona.

108th Foot.—Lt. W. J. Orr, Poona.

15th Hussars.—Lt. A. G. Holland, Mhow.

49th Foot.—Lt. H. E. Haldane, Mhow.

49th Foot.—Lt. J. G. Ponsonby, Mhow.

59th Foot.—Lt. W. Fulton, Mhow.

68th Foot.—Lt. M.C. Wood, Mhow.

Referring to G. O. C. No. 208 of 1st May last, Clause VII. Serjt Major Henry Kerigan, (99th Foot), Mount Aboo Sanitarium, is appointed Serjt. Major, Bombay, during the absence on leave of Serjt. Major J. Harris, or until further orders.

The following orders are promulgated :—

Brigade Order, dated 7th Oct. 1872, by the Officer Comdg. 18th Brig. B.A., appointing Capt H Stockley, to act as Qr. Mr. to the Brigade, until further orders.

66th Regt.—Regtl. Order, dated 1st Oct. 1872, appointing Lt. Hobart, to officiate as Adjt., vice Healey promoted.

1st Regt L. C.—Regtl. Order, dated 4th Oct. 1872, directing Capt. Harris to officiate as 2d Squad. Officer, and Lt. Elliot, as 3d Squad. Officer, in addition to his own duties.

10th Regt. N. I. L.—Regtl. Order, dated 1st Oct. 1872, directing Lt. McCudden, to officiate as Qr. Mr. in addition to his own duties.

Lt. McCudden and Interpreter and Asst. Adjt. in addition to his own duties from 15th to 30th Sept. 1872.

2nd Regt. L. C.—Regtl. Order, dated 2nd Oct. 1872, directing Lt. Owen, to officiate as 2d Squad. Officer, and Lt. Jones, as 3rd Squad. Officer, in addition to his own duties, with effect from 28th ult., vice Major Stevens proceeded on leave.

The undermentioned officers have leave of absence :—

Staff Corps.—Major C. A. C. Hawkins, to Bombay, from 6th Oct. to 4th Nov. 1872, on medical certificate preparatory to obtaining a final certificate to Europe.

Capt. C. J. Anderson, Brig. Major Sind Dist., from 28th to 30th Sept. 1872, on private affairs in extension of privilege leave.

Capt. L. Edlin, 1st Squad. Sind, Poona Horse, for 30 days from date of departure, preparatory to proceeding on furlough.

British M&R. Service.—Staff Asst. Surg. G. B. West, to England, per P. and O. steamer from date of departure, to appear before a medical board.

Staff Asst. Surg. G. C. Parcell, to England, per P. and O. steamer, from date of departure, to appear before a medical board.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes	After-packet.
United Kingdom	Oct. 21	5-30 P.M.	6-30 P.M.
Kurrachee	,, 25	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,, 18	11 A.M.	12 A.M.
China	,, 22	3 P.M.	No after packet.
Australia	,, 19	3 P.M.	
Mauritius, Reunion, &c.	,, 28	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S.N. Company leave Bombay every Monday at 6-30 P.M.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee of 2 annas each, will be received at the Fleet Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 6-30 P.M. :—

Monday	Oct. 14	Monday	Nov. 25
,,	,, 21	,,	Dec. 3
,,	,, 28	,,	,, 10
,,	Nov. 4	,,	,, 17
,,	,, 11	,,	,, 24
,,	,, 18	,,	,, 31

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872 :—

CHINA MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Tuesday	Oct. 22	Tuesday Dec. 17
,,	Nov. 5	,, ,, 31
,,	,, 19	,, ,, 1873
,,	Dec. 3	,, Jan. 1

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Saturday	Oct. 19	Saturday Nov. 14
,,		,, Dec. 16

MAILS TO MAURITIUS.

In supersession of Postal Circular No. 11, dated 26th January 1872, and Erratum, dated 2nd February 1872, it is notified that the dates on which Regular and Supplemental Mails will be made up are as given below :—

The dates of departure from Bombay of the Supplemental Mails are in consonance with the Time Table of the Messageries Maritimes Company, but as sometimes the French Mail Steamers leave Aden for the Mauritius before the dates given in the Time Table, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that portunity may sustain at Aden.

Regular Mails.	Supplemental Mails.
Monday Oct. 28	Monday Oct. 4
,, Nov. 25	,, Nov. 7
,, Dec. 23	,, Dec. 3
	,, ,, 23

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under :—

LEAVE BOMBAY FOR KURRACHEE.

Friday	Oct. 25	Friday	Nov. 22
,,	Nov. 8	,,	Dec. 6
		,,	,, 20)

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Friday	Oct. 18	Friday	Nov. 15
,,	Nov. 1	,,	,, 19
		,,	Dec. 13

Registered and Ordinary Letters, as well as Books and Sample Packets and Parcels, can be posted up to 11 A.M., and late fee letters up to 12 noon on the day of departure of the Steamer, as above shown.

DESPATCH OF INLAND MAILS FROM BOMBAY

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 1st October, and will continue so until further notice :—

Mails.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kursara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum, and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	8-30 A.M.	10 A.M.	7-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	12 NOON.	1-30 P.M.	11-30 A.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, &c., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and baughy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The last mail goes out at 8-30 A.M., for Khandeish, Malwa, Berar, Central Province, Punjab, N. W. Provinces, and Bengal, and all post towns on the main line of the G. I. P. Railway; for Poona, Southern Maratha Country, and Madras Presidency at 8-30 A.M.; and for Seroda, Kattywar, and Cutch at 4 A.M.; for the South Eastern line as far as Poona, 12 noon. The Overland Mail for England is dispatched every Fryd yevening at 5 o'cl ck, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 o'clock at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ½ anna, 1½ lah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	.....	Rs.	42	0 0
Half Year	ditto	..... ,,	24	0 0
Three Months	ditto	..... ,,	14	0 0
One Month	ditto	..... ,,	5	0 0
One Week	ditto	..... ,,	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

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Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	,,	0	4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. Thacker & Co.'s, or Messrs. D. S. Kemp & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

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THE CARWAR RAILWAY.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 20TH SEPTEMBER.

The short letter from the Duke of Argyll which I sent you last week will have shown you that the Secretary of State had sent back the estimates of the Carwar Railway for revision even before he had seen the report of the discussion in the Bombay Chamber of Commerce. The *Bombay Gazette* may therefore fairly take to itself the credit of having alone effected this change in the intentions of the Duke, for the estimates were criticised, before the meeting of the Chamber, nowhere but in your columns. I now send you copies of some correspondence in the *Manchester Guardian* on this subject :—

TO THE EDITOR OF THE "MANCHESTER GUARDIAN."

SIR,—I am glad to see that you have opened your columns to Mr. R. H. Elliot and Mr. Isaac Watts for the discussion of the Carwar Railway question. Will you allow me to take part in the controversy, for the purpose of stating as clearly and fully as I can the nature of the case on which in the last resort the tribunal of public opinion in England will be called upon to pronounce judgment.

Let me explain, in the first place, the real meaning of the popular indignation which the proposal to construct the Carwar Railway has recently aroused in Bombay, and which has been so strong and so effectively expressed as to lead the Government of India to make the unprecedented concession to public opinion of appointing a fresh Committee of Inquiry to report upon the merits of a scheme it had already formally sanctioned and "confidently recommended" for the approval of the Secretary of State. At the beginning of this year the publication of some angry correspondence which had been carried on between the Government of India and the Government of Bombay revealed the fact that Sir Seymour Fitzgerald and his colleagues were alone responsible for the purchase by the State of the Elphinstone Company's property, at a cost of two millions sterling. The misleading estimates of the value of this property put forward by the Bombay Government had induced Lord Mayo to give his assent to a transaction which, it is estimated, secured to the shareholders at least 700,000 lakhs more than they could have sold their property for in the open market, and the result of which has been to load the trade of Bombay with a heavy burden of debt and to vex it with new taxes, while no additional accommodation whatsoever has been provided for either merchandise or shipping. It was while the mercantile community and the rest of the taxpayers of Bombay were writhing under a sense of the shameful way in which in this instance their interests had been sacrificed for the advantage of individual speculators, that they heard of the decision of the Government of India to spend a million of public money in building the long-talked-of line of railway from the Dharwar cotton district to Carwar. Now, it was well known in Bombay that the estimates for the Carwar Railway had been prepared by the same engineers who drew out as specious a plea for the purchase of the Elphinstone Company's property, and that the firm of Messrs. Wm Nicol and Company, who had been the managers of that property, possessed land at Carwar which they had bought when the Manchester Cotton Company gave up business, and which would become of great value if the Government yielded to the pressure brought to bear upon it in England and in India, and made a railway to connect Carwar with the cultivated country above the Ghauts. It will be allowed that in the circumstances the people of Bombay—who have ceased to hold the comfortable faith that capital can do no wrong, and that every scheme suggested by enterprising developers of India's resources must be a boon to the country—might reasonably take alarm at this new project, and ask to be supplied before it was too late with papers showing what were the arguments in favour of the railway. Lord Mayo had, after the purchase of the Elphinstone estate, conceived so great a distrust of official statistics from Bombay that, had he lived, it is probable the Carwar estimates would have been sent back for revision. But, during the interregnum between the death of Lord Mayo and the arrival of Lord Northbrook, the business was pushed to what was supposed to be its final stage in India. The papers, however, could not be withheld from publication, and, after some little delay, they were placed at the disposal of the press.

It is by these very papers that the scheme stands condemned. Mr. Isaac Watts says that when he was in India he "went down to Carwar, heard on the spot, in communication with the collector, merchants, and others the various arguments for and against the scheme, and came to an entirely different conclusion from that arrived at by Mr. Elliot." I wish Mr. Watts would give me the names of his authorities and some notice of their evidence. I have read, I believe, everything that has been said or written about this railway, and have followed closely every step of the discussion, and I have not found any Government servant, except Dr. Forbes, the well-known cotton commissioner for Dharwar, or any independent merchant who attempts to justify the construction of the line. It is true that Colonel Kennedy, the public works secretary, and Colonel Trevor, the consulting engineer for railways, wrote favourable reports; but these were based entirely and exclusively on a paper in which Dr. Forbes quietly assumed that the Carwar Railway would engross the whole trade of six ports along a coast extending over a distance of more than 200 miles—an assumption as monstrous as if the projectors of an isolated bit of railway from Yarmouth to Norwich were to declare that it would monopolise the trade of the whole eastern coast from Hull to London. Colonel Trevor makes no independent estimate of traffic; and it is easy to see from various passages of his report that, while he hesitated to give offence to Sir Seymour Fitzgerald by condemning the line, his conscience would not let him speak too well of it. Here is the description, in his own words, of the State railway which the merchants of Bombay are blamed for opposing :—"The proposed railway runs for the first 18 miles from Carwar through open country close to the seashore. It then enters a dense bamboo jungle, which continues without interruption for about 57 miles (the total length of the line being about 125 miles), after which the country is well cultivated. Between Carwar and the cotton districts, a length of 80 miles, the country is practically uninhabited. Some of the works are heavier than are to be seen anywhere on the Great Indian Peninsula Railway, except on the worst portions of the Ghauts. In a military and political point of view" (Colonel Trevor is a distinguished officer of the Royal Engineers, so that his opinion on this point is not without value) "the line would be of little value unless connected with the general railway system of India. The passenger traffic will be very limited. It may, it is presumed, be taken for granted that the primary object of the proposed Carwar and Hoobleo Railway is the development of the cotton traffic of the Southern Mahratta Country—at all events the railway will be almost entirely dependent for its earnings on the carriage of cotton, which constitutes in bulk about one-third and in value about two-thirds of the whole export trade of the six ports of Ankola, Carwar, Compta, Honore, Rutnagherry, and Vingorla. The districts tapped do not appear to be exporters of grain. Lastly, a line from Sholapore (on the Great Indian Peninsula Railway) to Borukapore, in the Dharwar collectorate, *would be a more remunerative undertaking for Government, and more advantageous to the general public, but would not be as beneficial to the cotton interest as a railway from the cotton districts to Carwar.*" These extracts, be it remembered, are from the report of a gentleman whom Mr. Watts relies upon as his principal witness in defence of the line. I need only add the confession of the Government of India, in its despatch to the Secretary of State, that "much uncertainty naturally exists as to the probable receipts from such a railway," and that "a serious drawback to the immediate prospect of prosperity of the proposed line lies in the existing direction of trade, which is now concentrated at Compta and Vingorla ;" and your readers will, I think, be disposed to agree in opinion with the member of the Bombay Chamber of Commerce who said that to give Carwar prosperity it would be necessary first to make your railway, then your port, and then your trade.

Mr. Watts ought to know better than to sneer at the Bombay merchants for their selfishness in opposing the opening of a new port on the western coast of India. Liverpool might as well be jealous of Holyhead as Bombay of Carwar. Lakhs upon lakhs of rupees have already been spent to no purpose on the roads and port of Carwar; and if a million or two more were spent, and the trade ultimately diverted from Compta, still at the best the port could only be subsidiary to Bombay. The attraction of the great markets grows stronger every day. Cotton now is sent to Bombay even from Kurrachee and Madras; and I ask your mercantile readers if it is at all probable that shipowners would ever find it worth while to despatch vessels specially to Carwar to take cargoes of saw-ginned Dharwar cotton, instead of getting it from agents in Bombay. The argument that Carwar might be made an independent port was, indeed, practically abandoned in the debates of the Bombay Chamber of Commerce, and the controversy was limited to the question whether Dharwar cotton could be carried to Bombay more cheaply by way of Sholapore or by way of Carwar. The cost of carriage by either route would be much the same; but the Carwar line would but tap a single district, while a branch from the Great Indian Peninsula would open out, not the collectorate of Dharwar only, but several rich and thriving collectorates which are now far more isolated than that part of the Southern Mahratta Country in which cotton is grown.

Is it wrong, then, to ask the Government to pause and consider fairly the merits of these rival schemes before sanctioning either of them? Ought not the extension of railways in India to be conducted on some intelligible principle, and should not every effort be used to make the existing lines pay their expenses? The trunk lines of railway in India do not pay, because up to this time they have necessarily been constructed for military and political rather than commercial, purposes. But there can be no reason why they should be condemned always to remain unprofitable. Look at the railway map of India, and you will see that the existing system forms an immense zigzag, running from Lahore down to Calcutta, then across the country again to the sea at Bombay, and back once more to the eastern coast at Madras. It is palpable that what is now wanted is a series of transverse lines, cutting the existing lines at various points, and opening up the internal and local traffic of the country, instead of subserving only the purposes of the ocean traffic. Enough has for the present been done for the special interest of cotton, and now the Government may fairly give a thought to the general interests of the country. This they can do by abandoning chimerical schemes, and simply determining from what points on the railways now in use they may most advantageously push out fresh feelers to gather to these great lines of communication the trade of the whole of India.

These views have so far prevailed with the Government of India that the Governor of Bombay has received instructions to appoint a committee to ascertain if there will be enough traffic on the Carwar line to justify the construction of a new port and railway; and, if this committee be fairly constituted, the result cannot be doubtful.—I am, &c.

London, September 9. ANGLO-INDIAN.

TO THE EDITOR OF THE "MANCHESTER GUARDIAN."

SIR,—After the very able and exhaustive letter, signed "Anglo-Indian," which appeared in your issue of the 13th inst., it would be plainly superfluous to say another word as to the merits of a scheme which has been so generally condemned. To say anything more would in truth be to slay the slain, and as there is evidently no use in attempting such an operation on the body of Mr. Watts, it may be as well to leave him with the hope that, if he ever comes to life again in your columns, he may be employed in a better cause, and provided with a better memory.

My object in writing at present is to point to the very satisfactory progress in public opinion that has been evinced in the discussion that arose out of this affair at the meeting of the Bombay Chamber of Commerce. One of the speakers on that occasion declared that if any part of India wanted a railway it would pay, and that if it was not certain to pay it ought not to be built; and this remark was applauded by the members present. Now, Sir, I need hardly say that I read that remark with great pleasure, for it shows that the idea of developing the resources of India by means of railways, whether they paid or not, has been abandoned by a number of men who are largely interested in the progress of the country. The fact is that people are beginning to discover by slow degrees that India is not America. Who ever thought it was, you will probably ask? Well, Sir, I have heard people here argue exactly as if it was. I have heard it asked why a railway should not be of enormous advantage in developing the resources of India, even if pushed through uninhabited regions; and when, referring to the Carwar line, I urged, during the course of my visit to Manchester last June, that it would not pay to drive a line through 80 or 90 miles of pestiferous jungle, an elderly gentleman replied that even if the railway did not pay it would add to the value of the land on each side of the line. The fact is that people here do not pay sufficient attention to India to enable them to grasp simultaneously all the circumstances of her situation. They have little idea of the badness of the climate and the consequent *vis inertiæ* of the people. They imagine a line made, people rushing in to take up land, villages and towns springing up, showing all the bustle of Anglo-Saxon life. But, Sir, the native of India as a rule has no idea of making such a fuss, and especially when much physical labour is necessarily involved. Nor will he exert himself much even close to his own door after the simple requirements of Indian village life are satisfied; and, as one practical illustration is worth a host of general assertions, I may give the following instance to the point. Around my plantation in Mysore are many bits of waste paddy-fields, which had in former times been cultivated. Well, with the view of increasing the population in the immediate vicinity of my property, I obtained a grant of these from Government, and offered to let them to any one who would simply make good the tax. After keeping them for years, and paying the Government dues, I eventually resigned nearly all of them—handed them back to Government—having been only able to procure one or two tenants, notwithstanding that village s some five or six miles distant had not nearly lands enough to keep their population in active work. And yet these people in many respects were and are very enterprising, and will march long distances to markets and down the ghauts to do a little trading. But an enervating climate is dead against steady physical exertion, and hence an end of it. Gradual progress there will no doubt be in India as the increase of the population compels the cultivation of more land; and an immense deal may of course be done by degrees by supplying with water lands already under cultivation; but the idea of developing the resources of the country by expending the funds of the people on unremunerative railway extensions must now be regarded as a dream of the past.—I remain, Sir, yours &c.

September 15, 1872. ROBERT H. ELLIOT.

TO THE EDITOR OF THE "MANCHESTER GUARDIAN."

SIR,—As the Duke of Argyll has intimated that he will not sanction the construction of the Carwar Railway till his doubts about the accuracy of the estimates of traffic and engineering expenses have been cleared away, I presume that both the advocates and the opponents of the line may be content to postpone further discussion respecting it till the new Committee of Inquiry appointed in India has made its report. But it is of importance meanwhile to call attention to the difference of opinion that exists between Mr. Isaac Watts and the Duke of Argyll as to what would be a sound railway policy for India.

The Secretary of State is evidently, from his letter, unwilling to let any more lines be made in India unless he is satisfied that there will be sufficient traffic on them to pay their expenses, including interest on capital invested. Mr. Isaac Watts has no patience with parsimonious folly of this kind. Even, he says, if the Carwar line would not pay its expenses, it ought, nevertheless, to be made forthwith. I admire Mr. Watts's generosity with other people's money; but, as an Indian taxpayer who is already contributing every year towards the payment of the deficit of 1½ millions on existing Indian railways, I venture humbly to raise my voice in protest against the adoption of a policy which might compel Sir Richard Temple to increase the Indian income tax once more, in order to satisfy the demands of Mr. Watts. If Manchester wants to make railways in India that won't pay, let it make them at its own cost—it is rich enough—and not win for itself at our expense a cheap character for far-sightedness and enlightenment.

But, says Mr. Watts, the railway ought to be made because some enterprising gentlemen have invested money in land at Carwar in the expectation of having its value improved by a railway. It would be interesting to know how much money was really given by Mr. Watts's enterprising friends for the Carwar property of the Manchester Cotton Company when that Company gave up business eight years ago, and also how much public money has since been spent on the port and roads of Carwar in vain attempts to divert the trade from Compta. But, at all events, it is satisfactory to Indian taxpayers to know that the Duke of Argyll does not consider himself bound to make a railway for the Carwar Company at the public expense. Has Mr. Watts reflected on the monstrous nature of the political doctrine he preaches? General Strachey told the East India Committee last session that the Government of India had been forced against its will and against its own better knowledge to build the Port Canning Railway, which will be a perpetual burden on the Treasury, because certain Calcutta speculators got the ear of the Secretary of State. But, according to Mr. Watts, wherever in India men of enterprise, with powerful friends in Manchester, have chosen to buy land, there railways should be constructed, no matter whether they will pay or not. Surely it must be plain that it would have been really a breach of trust for the Secretary of State to have made such an unconditional promise as Mr. Watts would like to fasten upon the Duke of Argyll. The Government of India would become one of the worst under the sun if the Secretary of State entered into private contracts with speculators without ever considering the public interests. I am confident that the immorality of this novel doctrine has only to be exposed for it to be repudiated at once and for ever by Manchester and by Mr. Isaac Watts himself.—I am, &c.

London, September 14. ANGLO-INDIAN.

I am surprised to find how great is the interest taken in this question, not only in Manchester but in London. Strange to say, the people of England seem to be beginning to understand Indian questions. You may rest assured that the whole history of both the Elphinstone and the Carwar schemes will be fully exposed before the East India Committee next session, and at last the truth will be known about Sir Seymour Fitzgerald's shameful administration.

BOMBAY FOOTBALL CLUB SPORTS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The entries for the races which are to come off on the E-planade to-morrow afternoon are so numerous, that if only half of whose who have entered put in an appearance, a glorious afternoon's sport is sure to be the result. With your permission, I will, for the benefit of the public, or at any rate for the benefit of your readers, go through the programme and try and "spot" the probable winners; rather a difficult task I'm afraid —but I cannot be much farther out in my "anticipations" than all the sporting papers were over the late race for the St. Leger.

The first race on the card is a 200 yards flat race, open to soldiers and sailors, and no less than twenty-three have entered for it. Bombardier Bryant ought to win, though there may be a "dark" one in the remaining twenty-two who may upset him.

The second race is a 110 yards handicap, and eighteen names are down for it. Bromley or Peile will, I think, win it, but Donoghue may, if in form, be declared the winner.

For the three legged race nine couples are down on the card. Tennent and Peile, if they can keep on their legs, should win this race.

The half mile race has secured twelve entries, and the winner will, I think, turn up in Showell or Richardson.

For the 120 yards hurdle race twelve also have entered, and I rely on Peile or Bromley again to furnish the winner.

The last event is the bheestie's bullock race, to be ridden by sailors of H.M. Navy and will furnish endless amusement. Not having seen the animals take their canters, and not having heard any news from training quarters, I shall not be so rash as to attempt to predict the winner, though I have an idea that Tennent's "Phenomenon" and Peile's opposition will make a fight for the first and second prizes, while the "Monkey" will no doubt take care to be last in 14th October. FOOTBALL

BOMBAY.

GREAT pressure of matter compels us again to hold back for a day several letters to the editor.

SURAT.—During September last there were 128 births and 265 deaths at Surat.

DUSSERAH HOLIDAY AT BARODA.—We learn that there was a grand *tamasha* at Baroda on Friday on account of the Dusserah holiday.

EUROPEAN VAGRANTS.—Yesterday there were thirty-seven European vagrants in the Government workhouse attached to the House of Correction.

THE DEWAN TO THE RAO OF CUTCH.—It is stated that Mr. Ishwerlal Ochuvram, Dewan to H. H. the Rao of Cutch, is expected to arrive in Bombay in a few days.

SUPPOSED INFANTICIDE.—The dead body of a native female child was found by the police on Saturday, wrapped up in some rags, and lying in a gully in old Hanuman lane.

THE WEATHER AT SURAT.—The weather at Surat is extremely hot. Fever prevailed in almost all the talookas of the Collectorate. The crops were in a flourishing state.

THE MAMLUTDAR OF JULALPORE.—RAO Saheb Hurilal Mohuntal, Mamlutdar of Julalpore, has been transferred to the Panch Mahals, and Mr. Jeenanram Gunputram has been appointed in his stead.

REWARD TO A POLICE OFFICER.—Mr. Constable Maynard, of the Water Police, has received a reward of twenty rupees for the arrest of two deserters from Her Majesty's ship Daphne.

THE FIRE ON SATURDAY.—It is officially estimated that the damage done to property by the fire of Saturday in Rungaree Molla amounted to Rs. 47,000. The origin of the fire is not yet known.

A CASE OF DACOITY.—The other day two Hindoos were charged before the Assistant Session Judge of Ahmedabad with dacoity, and were, on conviction, sentenced each to seven years' rigorous imprisonment.

THEFT.—In the Fort Police Court, before Mr. Nana Morojee yesterday, a Hindoo named Poorun Girdhur was sentenced to three months' imprisonment for stealing a copper chatty, the property of one Hoossein Gungasing.

ARRIVAL OF A KATTYWAR CHIEF.—A Kattywar Chief, with about seventy followers, arrived here from Poona, on Saturday, and has taken up his residence temporarily at No. 55 Harkness Cross Lane, Malabar Hill.

TORTURING BULLOCKS.—At the Fort Police Court, before Mr. Nana Morojee yesterday, Narayen Balla and two other cart-drivers were charged with torturing their bullocks in the Fort. They admitted the offence and were fined three rupees each.

A FATAL ACCIDENT.—A Coroner's inquest was held on Saturday at the Jamsetjee Hospital on the body of one Mawa Luxmon. The jury found that the man died from injuries received by his having accidentally fallen from the first storey of a house.

A KHOJA LAD BITTEN BY A DOG.—On Saturday a Khoja boy, aged about four years, while playing in Mozawur Paccadee Street, Mazagon, was bitten by a mad dog. He was taken to the Jamsetjee Hospital, and the dog was killed by the police.

ATTEMPT TO COMMIT SUICIDE.—A Parsee woman named Perozbaee, residing in the Churney Road, took a quantity of arsenic on Saturday with the object of committing suicide. She is now under treatment of a graduate of the Grant Medical College.

MR. HOPE.—A correspondent of a native paper states that some of the inhabitants of Surat intend to petition Government, praying for the transference of Mr. T. C. Hope, Collector of the district, who is expected to arrive next month, to some other place.

ASSAULT.—At the Girgaum Police Court, before Mr. Woodward, Acting Second Magistrate, a man named Shiva Bhawoo was charged with assaulting Murree, woman. Defendant was convicted and fined five rupees, with the alternative of seven days' imprisonment.

CHOLERA.—Mr. Inspector Page reported to the Deputy Commissioner of Police yesterday that cholera was steadily progressing in the lines of the store lascars, Lower Colaba. One case of cholera was reported to have occurred at 2nd Coombarwada on Sunday.

LECTURES BY DR. BHAU DAJI.—A few days ago Dr. Bhau Daji delivered two lectures before large audiences, in the Hemabhoy Institute at Ahmedabad. The first was on the advantages of widow remarriage, and the second on the Jain religion.

THEFT AT A FIRE.—A Musselman named Cassum Ahmed, an old offender, was charged with stealing a quantity of tobacco, &c., from a shop which was destroyed by the fire in Rungarry Mohla on Saturday. Prisoner was adjudged guilty and sentenced to six months' rigorous imprisonment.

APPLICATION FOR WARRANTS.—A Hindoo named Bhowanee Mooljee, a share broker, appeared before Mr. Nana Morojee yesterday, and obtained apprehension and search warrants against Ramoore, woman, and a Brahmin named Chotalal, whom he charged with theft of jewellery, valued at Rs. 2,671.

A NOTED THIEF.—Yesterday in the Fort Police Court a notorious character, by name Killa Kessa, was convicted by Mr. Nana Morojee of being found between sunset and sunrise loitering in a public place, without giving a satisfactory explanation and was sentenced to three months' rigorous imprisonment.

THE HOUSE OF CORRECTION.—There were in all 315 prisoners in the House of Correction yesterday. Of these 57 were under sentences by the High Court, 212 by the Magistrates of Police, 31 by Military Courts Martial, and 5 by Naval Courts Martial. Of the prisoners 226 were natives and the remaining 89 Europeans.

THE CASE AGAINST THE LATE DEWAN OF THE RAJA OF DHURUMPORE.—Mr. Cassumjee, late Dewan to the Raja of Dhurumpore, against whom several charges have been laid by the Raja, and who is now in custody, was to be tried on Saturday before Mr Ollivant, full-power Magistrate of Surat, but the case was postponed for want of certain documents.

THEFT ON BOARD SHIP.—Captain McMurrey Gardner, of the P. and O. steam ship Hindoostan, reported to the Water Police on Saturday the loss of a silver hunting watch and gold chain on the 4th inst., which he had left on his cabin table. Captain Gardner stated that the watch was presented to him by the Governor of Christ's Hospital, when in the Mathematical School, for diligence and good conduct, in November 1868.

THE SUNKERSETT HOUSE MEMORIAL.—On Saturday a row occurred between a Hindoo share broker and several other persons in the Elphinstone Circle. It seems that the broker went to the Circle to get signatures on the memorial adopted last week by the meeting held at Sunkersett House. With some difficulty be obtained a few signatures, and while he was endeavouring to get more, a native came there and distributed handbills warning the public against the memorial. On reading it they for the first time learnt that the memorial recommended the imposition of the Income Tax and the re-introduction of the Pleasure Tax. Thus their feelings were aroused, and in a body they moved against the broker, and after a struggle snatched the paper from his hand and tore it to pieces. The broker in the meantime ran away.

THE hands of the four regiments ordered into Poona for the Viceroy's visit, are to precede their regiments so as to arrive by the 1st November, for the purpose of Garrison practice. Poona will then be graced with 11 military bands.—*Deccan Herald.*

POONA PREPARING FOR THE VICEROY.—Great preparations are being made to make the approaching visit of the Viceroy to Poona an occasion to be long remembered. A programme of gaieties is already framed, and independent of the military spectacle, the most fastidious of sight-seers cannot fail to be thoroughly satisfied. Theatrical performances, concerts, balls, banquets, &c., will be given, and we feel assured the inhabitants of Poona will not be backward in doing honors to our Most Gracious Queen's representative when he comes. —*Ibid.*

SHIPPING ITEMS.

THE s. s. OBUN, 162 tons, Nacoda, sailed yesterday for Cutch with a general cargo and thirty-five deck passengers.

THE SHIP GERTRUDE, 949 tons, Captain H. Heagerty, will sail to-day for Colombo, with a cargo of 25 packages cabinet ware.

MESSRS. RUBATTINO & Co's s. s. PERSIA left Aden for Bombay on the 10th inst. at midnight. The same Co's s. s. Arabia, which sailed from Bombay on the 1st, passed Aden on the 9th on her homeward voyage.

THE BRIG KERBATA ROSHAN, 165 tons, Nacoda, arrived on the 13th instant from Cochin (September 22nd) with the following cargo :—220 bales and 11,800 bundles coir yarn, 2 packages pickles, 276 hogsheads cocoanut oil, 176 coils rope, 3 boxes account books, and 1 box nails.

THE AUSTRIAN LLOYD'S Co's s. s. ORESTE, 561 tons, Captain S. Marinovich, sailed on the 12th inst. for Trieste, &c., via the Suez Canal with the following cargo :—1,089 bales cotton for Trieste, 190½ cwts saltpetre &c. for Venice, and 10 bales cotton for Aden, and other sundries.

THE SHIP NICOBAR, 629 tons, Captain W. Lafranais, arrived on the 13th instant from Rangoon (July 29th) with the following cargo :—9,495 bags rice, 2,032 bags grain, 2 cases sundries, 1 package wooden tray, 2 jars provision, 2 chairs, 23 cases cigars, 25 planks, 36 packages cocoanut shells, 4 packages mats and piece-goods, 2 cases wearing apparel, 1 case jacconets, and 2 jars.

THE P. AND O. Co.'s s. s. NUBIA, 1,035 tons, Captain W. B. Hall, sailed yesterday for Aden and Suez with the English mail and the following cargo :—228 bales cotton, 116 bales wool, 116 cwts. coffee, 16 cwts. ivory and sundries, and the following additional passengers :—For Southampton—Mr. and Mrs. Balmain. For Brindisi—Mr. F. C. Marshall, and Major and Mrs. Bassvi. For Aden—Assistant Apothecary W. Poonja and wife.

THE B. I. S. N. Co's s. s. PUNJAUB, 637 tons, Captain T. Sanders, arrived yesterday from Kurrachee with a cargo of 29 bales cotton, 109 bales wool, 28 packages indigo, 6 bundles skins, and 14 bundles hides. The following is the steamer's cargo for different ports :—6 bundles skins, 216 bales cotton, 24 bales wool, and 10 bales. She brought the following passengers :—Assistant Surgeon Colson, Mr. White, Mrs. Bassivi, two children and European maid servant, Assistant Apothecary Poonja and wife, and fifteen deck passengers.

THE SHIP SIR WALTER SCOTT, 1270 tons, Captain E. B. Pentice, arrived on the 13th instant from Liverpool (June 27th) with the following cargo :—20 cases safes, 13 hogsheads and 44 cases wine, 4976 bundles iron hoops and spikes, 134 barrels alum, 33 packages paint, 20 kegs shot, 486 packages earthenware, 30 packages hardware, 5 hogsheads beer, 150 casks bottle beer, 1,264 boxes soap, 175 slates, 17 cases plate glass, 1 case cutlery, 4,800 firebricks, 8 bales woollens, 35 cases umbrellas, 1232 casks China clay, 13 casks fireclay, 5 cases piece goods, 31 cases medicine, 60 packages pork, 1,505 packages glassware, 1 cask whiskey, 1,942 plates spelter, 60 casks files, 212 tons cake, and 783 tons coals. The vessel is consigned to the Captain.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.			OCTOBER.	LOW WATER.		
Time.		Height.		Time.		Height.
H.	M.	FT. IN.		H.	M.	FT. IN.
10	18 m	6 3	Tuesday..... 15	4	9 m	5 4
10	48 a	6 0		4	35 a	6 8
11	54 m	6 7	Wednesday ... 16	4	49 m	5 8
11	30 a	6 9		5	11 a	7 5
11	27 m	6 3	Thursday..... 17	5	30 m	5 0
.....		.....		5	45 a	8 0
0	8 m	7 1	Friday 18	6	8 m	5 3
noon.		6 1		6	19 a	8 8
0	48 m	7 0	Saturday..... 19	6	45 m	4 8
0	32 a	5 6		6	52 a	7 0
1	25 m	6 3	Sunday 20	7	21 m	3 9
1	4 a	4 8		7	26 a	6 11
2	3 m	5 8	Monday..... 21	8	1 m	2 9
1	38 a	3 8		8	1 a	6 0

Moon—Full 16th, 8h. 25m. P.M.

THE BOMBAY FOOTBALL CLUB GYMKHANA.

WE have much pleasure in publishing the following list of the entries for the sports of the Bombay Football Club, which commence this afternoon at 4 o'clock on the esplanade between the Cricket Tent and the Money School. A tent will be pitched for ladies.

4 P.M.—200 YARDS FLAT RACE. (Open to Soldiers and Sailors.) First Prize, Rs. 15. Second Prize, Rs. 5.

ENTRIES—

FIRST HEAT.

Bombardier Bryant, R. A.	Private Bowen, 53rd.
Private Drawfield, 53rd	" Hughes, 53rd
" Joe. Moles, 53rd	" P. wis, 53rd
T. Rose, H. M. S. Vulture.	Gunner Mills, R.A.
T. Wallace, H.M.S. Daphne.	" Randall, R.A.
E. Doige, H.M.S. Daphne.	Private Smith, 53rd

SECOND HEAT.

Private W. Lees, 53rd	Trumpr. E. Vanner, R.A.
" J. Meadows, 53rd	Bombardier Miers, R.A.
" W. Holmes, 53rd	T. Shapely, H.M.S. Vulture.
Gunner T. Brewster, R.A.	H. Gale, "
Private O Hara, 53rd	F. Barker, "
L. Corpl. Larmour, 53rd	

4-15 P.M.—110 YARDS FLAT RACE HANDICAP. (Open to Members of any recognised Club in Bombay.) In Heats. First two in each Heat to run in the final.

HEAT 1.	HEAT 2.	HEAT 3.
Hewitt .....Scratch	Bromley .....Scratch	Anders on...Scratch
Peile ..... do.	Forrest .....1 Yard	Hatch .....2 Yard
Donnoghue do.	Webster .....5 do.	Clough .....2 do.s
Murray.....2 Yards	Chalmers ...5 do.	Pearson ...3 do.
Clough.....3 do.	T. H. Moore.6 do.	Richardson.4 do.
Oliver.....4 do.	James Moore7 do.	MacIver ...7 do.

4-40 P.M.—THREE-LEGGED RACE.

Tennent }	Murray }	Capt. Trench }
Peile }	W. Forrest }	Hatch }
Cassels }	Anderson }	McPhun }
MacIver }	Yerbury }	L. R. W. Forrest }
Clough }		Bromley }
Jones }		Chalmers }
T. H. Moore }		
Jas. Moore }		

4-45 P.M.—FINAL HEAT OF No. 1.

5 P.M.—HALF MILE FLAT RACE. (Open to Members of any recognised Club in Bombay.)

ENTRIES.

Turner	Cassels	Richardson.
Bromley	Foy	MacIver.
Hunter	Carr	Chalmers
Webster	Pearson	Showell.

5-15 P.M.—HURDLE RACE. 120 Yards, 10 Flights.' (Open to Members of any recognised Club in Bombay.) In Heats. First two in each Heat to run in final.

HEAT 1.		HEAT 2.	
L Crawford	Hewitt	Peile	Webster.
MacIver	W. Forrest	Hatch	L. R. W. Forrest.
Beaumont	Murray	Bromley	Chalmers.

5-30 P.M.—DHOBIES' OR BHEESTIES' BULLOCK RACE for bullocks to be ridden by Sailors of H. M. Navy. 1st Prize Rs. 15. 2nd Prize, 5 lbs. Tobacco; last man in, 1 lb. Tobacco.

ENTRIES.	RIDDEN BY
R. B. MacPhun's. " The Cherub"	John Pickle, A. B., H. M. S. Daphne.
R. Roberts's..... " Taffy".....	Henry Talbot, Ordy., H. M. S. Daphne.
" Billy" Barlow's. " Froggy"	H. Gale, H. M. S. Vulture.
W. M. Tennent's.. " Phenomenon".....	Thomas Grigsby, H. M. S. Vulture.
H. W. Atkinson's. " Queer Fish"	O. Baragnana, Capt's Cox., H. M. S. Do.
J. Dyce Nicol's..... " Sandy".....	A. McCallum, H.M.S. Vulture.
A. E. Peile's ..... " Opposition".....	E. Lawler, H. M. S. Vulture.
Forrest's..... " Gush"	C. Lippett, H.M.S. Vulture.
J. W. Yerbury's.... " Cannon".....	Wm. Black, H. M. S. Vulture.
J. A. Cassel's..... " Monkey".....	C Middle, 1st Class Boy H. M. S. Daphne.
Captain Trench's... " Paddy".....	E. Flaherty 1st Class Boy, H M.S.Daphne.
R. Murray's..... " Rugby Boy".....	J. Milton, R.M.L.I., H. M. S. Daphne.
H. Maxwell's..... " President".....	J. Adams, R.M.L.I., H. M. S. Daphne.
Lushington's..... " Drop Kick"	J. Newnham, H.M.S. Vulture.
Rivett-Carnac's..... " Fair Dhollera".....	John Nowels, H.M.S. Vulture.
D. McIver's..... " Pocket Hercules".....	John Blight, A. B., H. M. S. Daphne.

5-45 P.M.—FINAL HEAT OF No. 7.

6 P.M.—SACK RACE.

By kind permission of Colonel Price, the Band of the 19th N. I. will be present and play during the afternoon.

THE WEATHER AND THE CROPS.

FROM the weather report of Kutch for the week ending 6th October, we see that in Bhooj there was no rain. Grain crops were in a thriving condition. The weather was hot. Dengue of a bad type prevailed in the native town. In Mundvie there was no rain. The crops were good. In Vagar locusts had done damage to the korud and moong crops. They have not yet totally disappeared from that part of the province. People still suffer from fever. The heat was intense. The cattle were free from disease.

THE BOMBAY LEGISLATIVE COUNCIL.

(Concluded from yesterday's "*Bombay Gazette.*")

SECTION 179 became section 181.

The Hon. Mr. Tucker—Dr. Hewlett says regarding this section :—"It is in my opinion absolutely necessary that greater details should be specified regarding the regulations of privies. In the first place they ought not to be in the words of this section 'attached' to a house. It is of the greatest importance that they be 'detached.' 2nd, their form, and the material used in their construction ought to be such as is approved by the Health Officer. The insides of the privy shoots now in existence throughout the town are the resting-places where the contagion of zymotic disease breeds. Instead of these shoots being composed of a glazed non-absorbent pipe presenting an even surface throughout its length, they are composed of absorbent unever bricks laid in mortar. Urine falling on lime sets up chemical changes which are most injurious to health. It must be clear also that a dysenteric or choleraic stool thrown into one of these shoots from a privy on the upper storey of a house cannot reach the receptacle placed below without some portion of it remaining on the uneven sides. Here it undergoes putrefaction, and in doing so, disseminates disease. 3rd, the Health Officer should have power to order a receptacle to be placed below which would prevent the escape of urine, night-soil, and ablution water. I trust that Government will take the question of the site, the material for, and fittings of, privies into its earnest consideration. No other question can be of equal importance, for it embraces the comfort, health, and life of the people. If Government still decline to do so, I hope that the Commissioner may be empowered to make bye-laws for their regulation, although at the same time I beg to express, my conviction that if this question is left to the Corporation, private interests will prevent this much-needed reform. I must also point out that the concluding part of this section throws the duty of causing additional privies to be constructed on the Commissioner, instead of making the person in default liable to a fine and a daily penalty for continuance of default. I move that in line 6 the words 'attached to or' be omitted."

The Hon. Mr. Munguldas said that most of the houses in Bombay were built in such style as would not permit of the improvements desired by Dr. Hewlett being carried out. And moreover, a majority of the houses had no compounds attached in which isolated privies could be erected. He thought it would not be right to go the length of pulling down the old houses to carry out these improvements.

The Hon. Mr. Tucker said the Hon. Mr. Munguldas had proved, by the facts which he had stated, how necessary it was that an alteration should be made in the existing state of things.

The Hon. Mr. Munguldas said that if the Hon. Mr. Tucker's amendment were agreed to, the Council would practically be giving powers to one single person to do anything he might choose regarding private properties; in fact, the Commissioner might compel many owners to sell their properties. This section, he said, was a new one, and he thought that its provisions would work very harshly.

The Hon. Mr. Rogers said that this was another of the cases in which discretion ought surely to be left to the Municipal Commissioner.

His Excellency the President asked the Hon. Mr. Munguldas if the working of this section would be attended with great hardship.

The Hon. Mr. Munguldas replied that it would, and that the poorer classes would especially feel its incidence. He considered that if the power were given to a body like the Town Council, justice might be done, but so long as it was left to the discretion of a single individual, hardship might in a number of cases be the result.

The Hon. Mr. Bythell consented to a certain extent with the Hon. Mr. Munguldas, and suggested that a power of appealing to the Town Council should be provided, because at present, apparently, appeals could only be heard by the Government of Bombay.

The Hon Mr. Tucker said he should oppose strongly any alteration in the section, because he considered that it would be better to leave the matters in the hands of the

His Excellency the President mentioned that he had just received a letter from England stating that at home Dr. Hewlett's report on the sanitary condition of Bombay had attracted much attention and received great commendation.

The Hon. Mr. Tucker thought there could be no doubt that Dr. Hewlett had done a great deal for the improvement of the city. His earnestness and unremitting exertions had done much to influence the natives of Bombay to attend to sanitary requirements.

Section 221 became Section 226.

The Hon. Mr. Tucker—Dr. Hewlett says:—"I very much regret the alteration made in the bill from the wording of the section as submitted in the draft Act. The section as it stands at present is very bald and imperfect—blood bones and offal are not boiled nor are rags, until after they may have done incalculable mischief by having been stored. Storage of bones as well as of the other articles and the mode of manufacture of each requires regulation. Again, dammer is boiled or rather heated in many parts of the native town where there is most valuable property. I constantly receive complaints from householders regarding the boiling of dammer, but I am unable to take action, as the magistrates say this is not dangerous to life or health, although it may be to property. From the wording of this section the storing of explosive or combustible materials is not forbidden, unless either offensive or unwholesome smells arise from them. A man may therefore store any quantity of dynamite, gunpowder, kerosine oil, &c., on the ground floor of a house. Surely this cannot be the intention of Government. The washing and drying of wool is named, but not that of hair or cotton, as it should be. I would hope that the wording of this section may be altered to that submitted in the draft Act, as it is one that was drawn up with the greatest care and was based upon the practical experience of our wants, extending over many years. I must also mention that in my opinion power ought to be given to the Commissioner to refuse to allow the erection of mills or factories in localities where they are likely to prove nuisances. Three new cotton spinning and weaving mills are in course of erection at Tardeo, where four other mills are clustered. Vast volumes of smoke are emitted from their chimnies, to the great annoyance of residents on Cumballa Hill. It is extremely probable that other mills will be established in this district, as there is no law to empower municipal officers to refuse their assent to an arrangement which they know will eventually prove a great nuisance."

After some discussion, various alterations were made in the section, which after being amended reads thus:—"The owner or occupier of every place within the city used for any of the following purposes—viz., for melting tallow or sulphur, or for boiling or storing oil, blood bones, or rags, or for washing or drying wool or hair, or as a soap house, dyeing house, oil boiling house, tannery, brick, pottery, or lime kiln, sago manufactory, distillery or other manufactory or place of storing hides, fish, horns, skins, from which either offensive or unwholesome smell, arise, gunpowder manufactory, manufactory of fireworks, place of explosive or combustive materials, or of any place which is used for any purposes which are calculated to be dangerous to life or health or property, shall within three," &c.

Section 222 became section 227.

The Hon. Mr. Narayen—This is altogether a new section, and I propose that it be omitted, as I know it will press very heavily upon persons who keep horses or cattle for hire, and others.

The Hon. Mr. Tucker—These stables may become a great nuisance, and should be brought under regulation.

The Hon. Mr. Narayen—My own idea is that the municipality wish this section introduced, because they wish to build stables and force people to occupy them.

The Hon. Mr. Ravenscroft could not believe this.

The Hon. Mr. Tucker—We cannot allow collections of buffaloes or other cattle to exist in crowded parts of the town, and this matter must be regulated in some way. It would be much for the benefit of the inhabitants generally if these cattle keepers and milk sellers were collected in a place where they would not be a nuisance to the neighbourhood.

The Hon. Mr. Narayen—This section is simply meant to compel these owners to occupy places built by the municipality. Now, if a man has a good stable and keeps it in good order, I cannot see any justice in compelling him to go into the municipal stables. Why should you not have adopted the section of the old Act, which states that if a person keeps a place in a filthy state he shall be fined? If the Commissioner has the power of withholding licences, the owners or occupiers of stables will be compelled to go into the municipal stables, otherwise they will not get a licence to carry on their trade. These municipal buildings may be let at fancy rates, because of course the municipality with this power in the hands of the Commissioner, may charge as they choose. The Municipal Commissioner has already got land from Government for this particular purpose of erecting stable accommodation, and if the property is not used for that purpose, it must revert to Government. This is the reason of this objectionable section.

His Excellency the President—How would it do to say that if a man has a proper stable he shall not be disturbed?

The Hon. Mr. Narayen—That would suit my purposes exactly.

The Hon. Mr. Ravenscroft mentioned the case of the stables of horse dealers in the Bhendy Bazaar, Byculla Road, and elsewhere, and remarked that if the Commissioner were to suspend a licence to these horse-owners, a great deal of property would be rendered useless.

The Hon. Mr. Tucker said he did not suppose that the occupiers of the stables mentioned by Mr. Ravenscroft would be refused licences. The Municipal Commissioner must be trusted with some discretion in these matters.

The Hon. Mr. Narayen—I know that the proceedings of the Municipal Commissioner have been very arbitrary in getting the present Crawford markets filled.

The Hon. Mr. Narayen's motion was put to the vote and lost by 7 to 3. The voting list stands thus:—Ayes—The Hon. Mungaldas Nuthoobhoy, the Hon. J. A. Forbes, the Hon. Narayen Wassudewjee—3. Noes—His Excellency the Hon. Sir Augustus Almeric Spencer, the Hon. H. P. St. G. Tucker, the Hon. A. Rogers, the Hon. the Acting Advocate-General, the Hon. Colonel M. K. Kennedy, the Hon. E. W. Ravenscroft—6. His Excellency the President did not vote.

The section was agreed to and stands part of the bill.

Section 240 became section 244, and was agreed to and stands part of the bill.

Section 241 became section 245.

The Hon. Mr. Tucker—Dr. Hewlett writes:—"No provision is made in this section to punish the sale of adulterated food or drink. Milk, the principal food of the young, is commonly sold in this city with a large amount of water added to it. The magistrates refuse to convict for such addition, holding that water is not unfit for human food. I think a section should be added providing that every person who shall sell or offer for sale any article of food or drink which is adulterated or not pure, shall be liable on conviction to the penalty provided by sec. 272 of the Indian Penal Code, and that in sec. CUXII. after the words 'unfit for food or drink,' the words 'or that has been adulterated' should be added. I also think that another section such as the following is required. 'In case any article of food or drink which has been sold to a purchaser as human food shall be proved to the satisfaction of a magistrate to have been adulterated or unfit for human food, the party who shall have sold the same shall be liable to the penalty provided by sec. 273 of the Indian Penal Code, although no such seizure of the same may have taken place as hereinbefore mentioned, and the magistrate may at his discretion order the purchase money to be refunded.' And in the interpretation clauses I would hope that the words articles of food or drink may be defined as including not only all alimentary substances, whether solids or liquids, but also all catables or drinkables whatsoever, including medical drugs or articles usually sold as medicines. I am of opinion that it would be a very good thing if this adulteration by water could be stopped.

His Excellency the President mentioned that in Madras recently the Madras Club prosecuted a milkman for this offence, and he obtained a sentence of imprisonment.

The Hon. Mr. Tucker said that there had been decisions to a contrary effect in some of the High Courts, so he feared the ruling would not be upheld if appealed against. This section as it stands does not go as far as Dr. Hewlett wishes, but it was settled after considerable discussion in the Select Committee, and I do not propose any alteration.

The section was agreed to and stands part of the bill.

The Hon. Mr. Tucker proposed that after this section the following heading should be placed, "special sanitary exigencies."

This was agreed to.

His Excellency the President then adjourned the sitting of the Council.

INDIAN ITEMS.

A European Drowned in the Hoogely.—On last Wednesday night Mr. E. F. Witling, in command of the flat Mutlah, accidentally fell overboard, and was drowned. It appeared that the deceased was amusing himself by walking on the edge of the deck outside the rail, lost his balance, and fell into the water. Though known to be a good swimmer, he never rose to the surface; the probability is that he was carried away by the under-current. The police boats have been on the look-out since Thursday morning for the body, which has not turned up as yet. The flat was at anchor at Sulkeeah, when the accident occurred.—*Englishman.*

Serious Gun Accident.—A very serious accident happened on Thursday afternoon to a Chinaman, named Bong Jye, the Superintendent of a piggery at Entally. It appears that he had loaded his gun with rather a heavy charge, for the purpose of shooting a large bird, and that on being fired, the weapon burst to pieces, and caused a fearful wound to the left hand, the thumb being completely blown away, and the hand otherwise shattered in a horrible manner. The unfortunate man was conveyed, as soon as possible, to the Medical College Hospital, where it was found necessary to amputate the hand above the wrist. The operation was performed at about 10 P.M. by Dr. Cutcliffe, and the patient appears to be doing as well as can be expected. —*Ibid.*

Irrigation in the N. W. Provinces.—We see, from the latest returns, that the area of land in the North-Western Provinces irrigated during the past year was 852,489 acres only, as compared with 10,50,808 acres in 1870-71. The gross revenue was Rs. 21,75,733, as compared with Rs. 25,51,169. This diminution was distributed almost equally through all the districts, and was owing to the favourable rain-fall. Regarding these results, the resolution of the local Government says: "The revenue for the year amounted to Rs. 21,75,733, which is less than it has been since 1866-67; but it is still slightly in excess of the revenue of that year, which was itself, in comparison with the previous history of irrigation in these provinces, a remarkably favourable season for the canals. The area irrigated this year is 100,000 acres, less than it was in 1866-67; the increased revenue is accordingly due to the superior staples irrigated, these paying at higher rates. Upon the whole, then, although the season, having being singularly favourable for agricultural operations, has made the results appear less promising when contrasted with the years of drought and partial rain preceding it, still the results now recorded are not unpromising of future progress."

The Arizona Diamond Mines.—A despatch of the 30th August from San Francisco states that three new diamond expeditions are being fitted out. Captain Bulkley, who was sent out to the mines recently, has returned with about a quart of rubies, garnets, and supposed diamonds. The managers of the San Francisco and New York Diamond Company deny ever having purchased any diamonds in London, and say they will soon show that their discoveries are genuine. *The Larmie Sentinel* publishes a report of an interview with T. K. Arnold, the reputed discoverer of the Arizona Diamond Mines. Arnold says his first visit to the fields was in July, 1869. "I was prospecting," he says, "in the Pimas Indian country for gold. One day an Indian came to me bringing about a pint of bright and peculiar-shaped stones. The Indian assured me they were diamonds, and that the locality where they were to be found had been known to his tribe for many years. After making him some presents and with a heap of persuasion he consented to accompany me to the ground. It was a three days' journey, and we started immediately. I found the fields located at the slope of a mountain of sandstone formation, and so plenty were the gems to be found that I picked up a quart or more in a few minutes. I started the next day, with fear and hope for San Francisco. On my arrival there I carried the stones to J. A. Tucker, jeweller, in Montgomery-street, who pronounced them worthless; but I was not satisfied. I heard of a French lapidary in the city who had worked at Amsterdam, Holland, the great diamond-cutting mart of the world, and to him I repaired for his opinion. He pronounced them diamonds of the first water: My friends in some manner got hold of the matter, and it was creating some excitement, but when I mentioned I referred them to Tucker. This satisfied them and threw them off. To make assurance doubly sure, I sent one of the stones to Fessa, Morris, and Co., Boston, and had it cut. This relieved my mind of all doubt. I went back that season and brought out with me about dlrs. 200,000 worth. I made two trips in 1870, two in 1871, and one this year in company with Dodge Rewbery and Henry Janin, who were sent to verify my statements to the company I was then about forming. On this occasion, in washing about a ton and a half of dirt, we found about dlrs. 180,000 worth of brilliants. The publishing of this report of Janin's was the greatest mistake we have made for it then set all the old miners upon us."

VICEREGAL LEGISLATIVE COUNCIL.

The Council met at Simla on Wednesday, the 2nd October 1872.

BURMAH COURTS' ACT AMENDMENT BILL.

The Hon. Mr. Hobhouse asked leave to postpone the presentation of the report of the Select Committee on the bill to amend the Burmah Courts' Act, 1872.

Leave was granted.

PUNJAUB MUNICIPAL BILL.

The Hon. Mr. Egerton presented the report of the Select Committee on the bill to provide for the appointment of Municipal Committees in the Punjaub and for other purposes.

PUNJAUB OPIUM BILL.

The Hon. Mr. Egerton introduced the bill to amend the law relating to opium in the Punjaub, and moved that it be referred to a Select Committee with instructions to report in a week.

The motion was put and agreed to.

PUNJAUB SALT BILL.

The Hon. Sir Richard Temple moved for leave to introduce a bill to give the force of law to certain rules relating to salt in the Punjaub. He said that by an oversight these rules had been repealed by the Punjaub Laws' Act (XX of 1872), and it was desirable to provide that they should have the force of law during the interval which must elapse before the bill to consolidate and amend the law relating to Inland Customs could be enacted.

The motion was put and agreed to.

The Hon. Sir Richard Temple then applied to His Excellency the President to suspend the rules for the conduct of business. The salt-rules to which he had referred were sanctioned by the Government of India in its letter No. 1690, dated the 20th of May 1851, to the Board of Administration of the Punjaub. They had gained the force of law under the Indian Councils Act, but, as he had said, they were inadvertently repealed by Act IV. of 1872. Thus the prohibition against the possession of any salt, excepting the produce of the Sind, Sangor and Kalabagh mines and Sambur salt in the country between the Indus to the west and the Beas and Ghaia to the east and south, was not based on any law now in force, so that the transport of Kohat salt across the Indus to the east was no longer illegal, and other provisions in these rules, necessary for the protection of the Government revenue, had ceased to be valid. The defect in the law which he had described had already been detected by the Chief Court of the Punjaub, and a recent conviction under the rules had been quashed in consequence of their repeal. The matter was, therefore, one of considerable urgency.

The President declared the rules suspended.

The Hon. Sir Richard Temple then introduced the bill.

The following Select Committee was named:—

On the bill to amend the law relating to opium in the Punjaub:—The Hon. Mr. Hobhouse and the mover.

The Council then adjourned to the 9th of October, 1872.

THE DIFFICULTIES OF GETTING MARRIED IN THE MOFUSSIL.

TO THE EDITOR OF THE "ENGLISHMAN."

Sir,—A marriage was to have taken place here on the 26th of last month, guests were invited, and everything was got ready, but the marriage was postponed to the 30th. The clergyman requested the clerk to have the church open and everything ready; the marriage procession set out at half-past four, and arrived at the church at 5 P.M. Half-past six came, and no signs of the reverend gentleman. The party then went in search of the officer of the station, and found him enjoying the cool air by the river side with a number of others. The case was represented to him, but he stated that the best advice he could give would be to see the magistrate. All then went hunting for the magistrate, and his advice was to drive off to the reverend gentleman's quarters, and see whether he could not marry them there. On arriving at his quarters, we were politely told by two gentlemen that he was indisposed, and their advice was to see the magistrate, and he might do the needful; the time then was 8 P.M. On arriving at the magistrate's residence, we asked the chaprassee to call the sahib. When the gentleman appeared he was quite astonished to find such a number of ladies at his door; he must have thought that another mutiny had broken out, and all the ladies of the station had come for protection. He kindly offered us refreshments, which I assure you were accepted, as the party had driven in ticka gharries for twenty-two miles. The only advice the magistrate could give was to see the judge. It was then astonishing to see the number of gharries flying through the gentleman's compound proceeding to the judge's quarters in hopes of getting some person to wed the couple. On arriving at the judge's quarters we were informed that he was out dining, and I assure you we were all much disappointed. We gave it up as a bad job, and drove home, which was a distance of eleven miles.

Now I know the young man went to a great expense, and then had to wait some days for his bride. It is to be hoped that Government will look into these matters, and see that justice is done to the working class of people. Had the intended bridegroom been a judge or magistrate, the reverend gentleman would have been waiting for the couple, instead of their waiting for him. I suggest that officials of large companies and heads of firms should be empowered to marry their employes so as to save persons running all over the town and country after these reverend gentlemen, who frequently disappoint the public.

Dinapore.

VESSELS IN BOMBAY HARBOUR.

For Colombo.

949 Gertrude, Heagerty—Antrobus & Co.

NOT FIXED.

Wooden Ships.

1164 Attila, Stephenson—The Captain.
1466 D. G. Fleming, Cowell—The Captain.
1200 Geraldine Paget, Ogilvie—W. Nicol & Co.
971 Iron King, Cunningham—Ritchie, Steuart & Co.
1116 Lord Clyde, Ellis—Framjee.
1339 Prince Regent, Clague—The Captain.
1179 Sikh, Andrew—Ritchie, Steuart & Co.
662 Snowdon, Goodsell—Wallace & Co.
1092 Sphaeroul, Hatch—The Captain.
1174 Tiverton, Rowe—Scott & Wilcox.
1262 Victoria Cross, Burns, Scott and Willcox.

STEAMERS.

Overland Route.

1184 Cathey, Dundass—P. & O. Co.

For Sydney, &c.

1190 Behar, Dundas—P. and O. Co.

For China, &c.

846 Milbanke, Smith—W. Nicol & Co.

CANAL STEAMERS.

For Malta for Orders.

1128 Ionia, Firth—W. Nicol & Co.

For Batavia.

627 Emilia, Caffarini—W. Nicol & Co.

Not Fixed.

1076 Lumley Castle, Browne—Macculloch Brown, & Co.
2103 Peshawar, White—P. & O. Co.
1290 Tanjore, Johnson—P. & O. Co.

ROYAL NAVY AND BOMBAY MARINE.

300 Clyde.
Constance, Chapman.
472 Dagmar,—Steam Tug.
1050 Dalhouse, Warner.
Daphne (s), R.N.—Batemen.
308 May Frere, Guthrie—(Governor's Yacht.)
408 Sind.
664 Vulture, Cay, R.N.

COUNTRY TRADERS.

535 Bushire Merchant, Nacoda.
321 Futteh Salam, Nacoda—J. Noorbhoy.—For Mauritius
432 Futtey Sultan, Nacoda.
243 John and Mary, Padua—G. Veerjee.
374 Kusrovic, De Padua—G. M. E. Hoso.—For Mauritius.
647 Mozuffer, Nacoda.
427 Persian Packet, Scheel.—For Batavia.

English Classes in Japan.—The Japanese Minister at Washington is engaged in organizing a plan for the establishing of schools in Japan. Rev. B. G. Northrup, of New Haven, has been invited to go to Japan for the purpose of putting the system in operation, and although this gentleman has not formally accepted the invitation, he is making arrangements for entering upon the work, and will probably leave in about a year. His main duties will consist in organizing seven normal schools in various parts of the Japanese empire for the instruction, training, and educating of teachers. Mr. Northrup will take with him from 50 to 100 teachers, and will arrange for others to follow. In these normal schools the English language will be prominent, and will be considered as the learned dialect. The scientific studies of all grades will be pursued in English, and the Roman alphabet will be applied to express the sounds of the Japanese tongue. Music and drawing will also be introduced in these schools.—*Philadelphia Public Ledger.*

BANKS.

ORIENTAL BANK CORPORATION.
Incorporated by Royal Charter.

The Current Rates of Exchange are:— Per Rupee.
On London at 6 months' sight ..... 1s. 11 3/8d. do.
" 3 do. ..... 1s. 11 1/16d. do.
" 1 do. ..... 1s. 10 7/8d. do.
" on demand ..... 1s. 10 3/4d. do.
On Scotland and Ireland demand ..... 1s. 10 3/4d. do.
On Paris demand ..... 1s. 10 1/4d. do.
On Circular Notes payable in Egypt, Syria, the Continent of Europe, America, &c. ..... 1s. 10 11/16d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rates of business may be had on application at the Counter, or by letter to the Agent.

Bombay, 14th October 1872.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

BOMBAY BRANCH.
LONDON BANKERS.
Bank of England. | London Joint Stock Bank.

MONEY REMITTED
At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and
On LONDON | On IRELAND
" SCOTLAND | " PARIS
and on all the principal Towns in the Australian Colonies.
If desired, the Bank will send the Draft direct to the party whose address is given.

INTEREST
On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. one lac, but no interest will be allowed on balances of less than Rs. 1,000.
All Letters should be addressed, and Hoondies made payable to the Agent, Chartered Mercantile Bank.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS
SUBSCRIBED and PAID-UP CAPITAL £2,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.
INTEREST is allowed at two per cent. on daily balances.

DEPOSIT ACCOUNTS.
Interest at 5 per cent. allowed on Deposit subject to 12 months' notice of withdrawal.
INTEREST at three per cent. allowed on money placed in Deposit at seven days' notice.
INTEREST at four per cent., subject to six months' notice of WITHDRAWAL.
LOANS granted on French Rentes and other approved Securities.
All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."
HENRI DUVAL, Acting Manager.
14, Rampart Row, Bombay, 31st January 1872.

AGRA BANK (LIMITED).

CAPITAL—£1,000,000.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

BRANCHES.
Bombay. Calcutta.
Kurrachee. Madras.
Lahore. Agra.
Hongkong. Shanghai.

Edinburgh.
LONDON BANKERS:
The Bank of England.
Messrs. Glyn, Mills, Currie & Co.
The National Bank of Scotland.

CURRENT ACCOUNTS.
Interest is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 100,000. Should the balances fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.

FIXED DEPOSITS.
Deposits received for fixed periods on the following terms, viz.:—
At 4 per cent. per annum, subject to 12 months' notice of withdrawal.
For shorter periods deposits will be received on terms to be agreed upon.
Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.
Sales and Purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken.
Interest drawn, and Army, Navy, and Civil Pay and Pensions realized.
Every other description of Banking business and Money Agency, British and Indian, transacted.
All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, (Limited), or order.
Hours of business—10 to 3; Saturday—10 to 1.

Bombay, 13th October 1871. FRED. T. ATKINS, Officiating Manager.

INSURANCES.

THE QUEEN INSURANCE COMPANY, FOR BOTH FIRE AND LIFE.

AUTHORISED CAPITAL—£2,000,000.
SUBSCRIBED CAPITAL—£1,798,000.

Trustees.
SIR THOMAS EDWARDS MOSS, Bart.
CHRISTOPHER BUSHELL, Esq.
EDWARD HEATH, Esq.
Chairman.
BERNARD HALL, Esq.
Deputy Chairman.
R. W. KELLEY, Esq.
Actuary and General Manager.
J. MONCRIEFF WILSON, Esq.
Sub-Manager.
THOMAS WALTON THOMSON, Esq.

In point of security the Queen's Policies are unsurpassed.
Rates of Premium will be found as moderate as those of other first-class Offices.
Property in all parts of the Presidency insured upon favourable terms.
Settlements made with the utmost despatch.

LIFE DEPARTMENT.
This office offers considerable inducement to intending insurers The careful selection of Lives secures large Bonuses, which the following figures show:—

New Business,	First Quinquennium	£ 718,385
Ditto	Second ditto	£1,412,466

Under ate arrangements, Policies are issued by this Company with special advantages on Civil and Military Lives, full particulars regarding which will be supplied, on application, by
LAWRENCE & Co.,
Agents in Bombay.

UNIVERSAL LIFE ASSURANCE SOCIETY.
Established in London and Calcutta 1834.
Confirmed by Special Act of Parliament, 6, William IV., Cap. 64

Subscribed Capital	£ 500,000
Paid-up Capital	£ 50,000
Invested Capital and accumulated assets	Rs. 8,727,280

Of which Thirty-three Lakhs are invested in Indian Government Securities.

London Office—No. 1, King William Street.
BOMBAY BRANCH.
Directors.
E. Tyrrell Leith, Esq. | Frank G. Jefferson, Esq.
C. Peile, Esq. | Andrew Hay, Esq.
Agents—Messrs. Forbes & Co.
Medical Referee—Dr. J. H. Sylvester.

Solicitors—Messrs. Rimington, Hore, and Langley.

After the operation of upwards of 37 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.

Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.

The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.

The total number of Policies issued from the commencement of the Society to the end of the year 1870, was 10,408 assuring £9,337,070- 0-11

And the amount of claims paid during the same period was £1,869,449-11-10

The Assets of the Society in England and India on the 1st December 1870 were... ... ... £872,728- 3-11

of which Thirty-three Lakhs are invested in Indian Government Securities.

A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 12th May 1871.

So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 would be, at the Civil rate Rs. 480 0 0

And after 6 years he would be entitled to a reduction of 50 per cent. for Profit ... ... ,, 240 0 0

Net Annual Premium...Rs. 240 0 0

Or at the reduced English rate...Rs. 246 0 0
Less 50 per cent. as above... ,, 123 0 0

Net Annual Premium...Rs. 123 0 0

No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for its Liabilities, has been able to afford larger advantages than those it Assures.

The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.

SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THIS SOCIETY.

1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.

2nd.—No Liability of Partnership.

3rd.—Claims below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.

4th.—Assurances may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.

5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.

6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiner, are paid by the Society, except in cases of Assurances for a short term under Rs. 5,000 when the Medical Fees shall be paid by the Assured.

7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.

8th.—One Calendar Month, as Days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.

9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health, and payment of a small fine, and within six months, at the discretion of the Board.

10th.—Policies upon which the Age has been admitted, indisputable, except on the ground of Fraud.

11th.—Policies on Lives in India for the whole Term of Life, which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.

Written notices of Assignment of Policies received and registered by the Agents, such written notices to be served in Duplicate so that one copy may be transmitted for registration at the Chief Office in London.

FORBES & Co., Agents, Bombay Branch.

INSURANCES.

IMPERIAL FIRE ASSURANCE COMPANY.—LONDON.

Policies of Insurance against Fire upon Houses and other Buildings, Household Furniture, Goods, Wares, and Merchandize, continue to be issued on behalf of the above Company by the undersigned.

Risks on Elphinstone Circle at reduced rates.

THE LONDON, ASIATIC & AMERICAN Co., Ld.,
1st January 1866. Agents.

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandize, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

MANCHESTER FIRE ASSURANCE COMPANY.—Capital £1,000,000.—INSURANCES against FIRE can be effected through the Undersigned upon all descriptions of Property, Merchandize, &c., in the City of Bombay and its neighbourhood.

RICHARD MARTIN & Co., Agents.

LONDON and ORIENTAL STEAM TRANSIT INSURANCE COMPANY.
Established 1843.

The Undersigned is authorised to accept risks on Precious Stones and other valuables sent through the Post in Registered Letters to London, and on Cargoes by Steamers and first-class Sailing Vessels, at current rates of premium, to England and all Eastern Ports; claims being payable at the option of the assured in India, China, or London, according to the established usage of Lloyd's.

Rampart Row. G. F. HENRY, Agent.

LANCASHIRE INSURANCE COMPANY.

CAPITAL—£2,000,000.
INVESTED FUNDS—£460,000.

Head Office—EXCHANGE STREET, MANCHESTER.

THE Undersigned are prepared to ACCEPT RISKS, both in Bombay and the Mofussil, on behalf of the above Company, on approved Godowns with their Contents, and Dwelling-houses or other Buildings in the Native, as well as the European, part of the Town.

The Rates of Premium have recently been revised, and will be found quite as favourable as those offered by other first-class Offices.

For further particulars apply to

LYON & Co.,
Bombay, 10th April 1872. Agents in Bombay.

ROYAL INSURANCE COMPANY.

CAPITAL—£2,000,000 STERLING.
FUNDS IN HAND EXCEED £1,800,000 STERLING.

The "Royal" has never amalgamated with any other Company and the liability of its Shareholders is unlimited.

FIRE BRANCH.

Fire Premiums for 1868 ..... £228,314 7s. 3d.
Do. 1869 ..... £485,180 5s. 8d.

POLICIES covering risks on Merchandize and Buildings in Bombay continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture, both in Bombay and in the Mofussil, insured on very favourable terms, coals on the bunders also covered.

LIFE BRANCH.

Life Premiums for 1859 ..... £ 62,919 7s. 11d.
Do. 1869 ..... £213,420 14s. 8d.

The Undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to intending applicants for Insurance.

ANNUAL PREMIUM FOR CIVILIANS TO ASSURE Rs. 1,000.

Age next Birthday	For the whole term of Life. With Profits.	For the whole term of Life. Without Profits.	For a limited number of Years. One year.	For a limited number of Years. Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 3	21 1	22 0
25	41 6	32 13	23 2	24 10
30	44 10	35 15	26 1	27 5
35	48 6	39 8	28 10	29 10

The reduction of premiums to European rates begins from the date at which the assured leaves either Alexandria or Port Said for Europe.

CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.
Bombay, 1st June 1871.

CHURCH OF ENGLAND ASSURANCE INSTITUTION.

CAPITAL—ONE MILLION STERLING.

A List of Proprietors periodically enrolled in the High Court of Chancery.

Trustees.
THE VERY REV. THE DEAN OF ARMAGH.
JONATHAN HOPKINSON, Esq.
WILLIAM GORDON THOMSON, Esq.
THE REV. RICHARD WOOD, B.D.

Directors.
Chairman.—THE VERY REV. THE DEAN OF ARMAGH.
The Rev. Edward Carr, LL.D. | William Forbes Skeae, Esq. W.S., LL.D.
William Emmens, Esq. | Charles Harrison, Esq.
Jonathan Hopkinson, Esq. | Hubert Tawjor, Esq.
William Lethbridge, Esq. | William Gordon Thomson, Esq.
Richard Nugent, Esq. | The Rev. Richard Wood, B.D.,

Secretary.
STEPHEN HENRY EMMENS, Esq.

The Security of Policyholders is made complete by the large subscribed Capital of the Company, guaranteed by a numerous and influential body of Proprietors, a list of whom is periodically registered in the Court of Chancery, pursuant to the provisions of the Special Act of Parliament (4 and 5 Vict., Cap. XCII., empowering this Institution.

The highest attainable economy has been afforded to Policyholders by means of an entirely new set of Tables computed for the especial use of the Indian Branches of this Institution.

No labour or expense has been spared in the construction of these Tables; and the Directors have much gratification in directing attention to them, being confident that they will meet the views, and satisfy the expectations, of the Assuring Classes in India.

RETIRING PROVISIONS.

Policies are issued by which these may be secured, and at the same time a surviving family be protected in the event of premature death.

ASSURANCE BY TERMINATING RATES OF PREMIUM.

Under this system Assurances can be effected for the whole term of life, the annual premia for which cease after a given number of years.

FREE POLICIES.

Assurances by this system can never altogether be forfeited by non-payment of Premia.

No extra charge for sea passage.

Reduction to European rates without medical examination.,

Premium may be paid annually, half yearly, quarterly or monthly as desired.

Parsees and Armenian lives insured.

For detailed Prospectus, &c., apply to

REMINGTON & Co., Agents.
Bombay.

COMMERCIAL UNION ASSURANCE COMPANY, OF LONDON.

CAPITAL £2,500,000 FULLY SUBSCRIBED.

Indian Branch.—CALCUTTA.

Directors of the Indian Branch.
Thomas A. Apcar, Esq. (Apcar and Co., Merchants).
J. C. Murray, Esq. (Kettlewell, Bullen and Co., Merchants)—President of the Chamber of Commerce.
A. R. McIntosh, Esq. (Messrs. Steel, McIntosh & Co., Merchants).
C. Sanderson, Esq. (Berners, Sanderson and Upton, Solicitors)—Registrar of the Diocese of Calcutta.
A. Thorndike, Esq. (Atkinson, Tilton and Co., Merchants).
Manager in India—C. H. Ogbourne, Esq.

RATES OF PREMIUM FOR LIFE ASSURANCE.

Instead of charging rates admittedly higher than are necessary, this Company gives from the first (on the non-participating scale) almost as large an Assurance as the Premiums will with *perfect safety* bear, reserving only per cent. of the profits of the Life Department for distribution among those who by the payment of a higher or profit rate become entitled to participate in the periodical Bonuses.

SPECIAL NOTICE TO THE ARMY.

Officers serving in India will find it more advantageous to join this Company than any other, for the following reasons:—

1st.—To those who may elect to pay Military Rates.—The Military rates of this Company are *not only lower than the rates of any other Company*, but, if paid continuously, *they cover active service in any part of the world.*

2nd.—Officers in Civil employ, or *doing ordinary duty with their Regiments in time of peace*, can assure at Civil rates in terms of this Company's Concession to the Army, full particulars of which may be obtained from the Manager on application.

These rates, which are as follows, will compare favourably with the Civil Rates of other Offices transacting Life Business in India. Payments can be made half-yearly, quarterly, or monthly, if desired.

Yearly Premium for the Assurance of Rs. 1,000 reducible to English rate from date of arrival at Alexandria or Port Said, homeward bound.

For the Whole Term of Life. Age next Birthday.	Without Profits.	With Profits.	For Short Periods, viz. Age next Birthday.	For one year.	For three years.	For seven years.	Age next Birthday.
30	35 0 0	39 0 0	30	35 & under 40	28 0 0	28 0 0	29 0 0	35 & under 40
35	38 0 0	42 0 0	35					
40	42 0 0	47 0 0	40		29 0 0	30 0 0	31 0 0	
45	48 0 0	54 0 0	45	40				45
50	55 0 0	62 0 0	50	45	33 0 0	34 0 0	36 0 0	50
				50	38 0 0	39 0 0	42 0 0	

The Commercial Union is a young Office (first Life Policy issued in 1862), *and is therefore free from old Liabilities.*

Its Investments are all of a *first-class character*, and exhibit a large increase on 31st December 1871, as compared with 31st December 1870.

Its accounts in detail have been published annually from the commencement.

The "Commercial Union" occupies a first-class position at home, as shown by the price of its shares (on the London Stock Exchange). They are higher in proportion to the age of the Office than the shares of any other Assurance Company transacting Business in India. Quotation, 165 per cent. premium—*vide Investor's Monthly Manual*, 30th December 1871.

Its Bonus to participating Policy-holders, 31st December 1867, will compare favourably with the bonuses of other Offices.

Lives assured with the 'Commercial Union' at Indian rates (not being seafaring persons) are permitted to reside *in any part of the world* in time of peace.

Claims are paid *one month* after satisfactory proof of death.

The Company is *entirely free from annuities.*

The London Direction consists of first-class City Merchants, who look after the business themselves, who are all Shareholders in the Company, and nearly